



## ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX (510) 836-2185  
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### BOARD MEETING NOTICE

**Thursday, May 26, 2005, 3:30 p.m.**

CMA Board Room

1333 Broadway, Suite 220

Oakland, California 94612

(see map on last page of agenda)

Chair: Councilmember Larry Reid

Vice Chair: Supervisor Scott Haggerty

Executive Director: Dennis R. Fay

Secretary: Christina Muller

### AGENDA

<b>1.0</b>	<b>ROLL CALL</b>	<b>Confirm Quorum</b>	<b>3:30 p.m.</b>
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<b>2.0</b>	<b>PLEDGE OF ALLEGIANCE</b>
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<b>3.0</b>	<b>PUBLIC COMMENT</b>	<b>3:35 p.m.</b>
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Members of the public may address the Board during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the CMA Board. Anyone wishing to comment should make his or her desire known to the Chair.

<b>4.0</b>	<b>CHAIR'S/VICE-CHAIR'S REPORT</b>	<b>Information/Action</b>	<b>3:40 p.m.</b>
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<b>5.0</b>	<b>EXECUTIVE DIRECTOR'S REPORT* (page 1)</b>	<b>Information/Action</b>	<b>3:45 p.m.</b>
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<b>6.0</b>	<b>CONSENT CALENDAR</b>	<b>Approval</b>	<b>3:50 p.m.</b>
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<b>6.1</b>	<b>Meeting Minutes April 28, 2005* (page 25)</b>
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<b>6.2</b>	<b>Financial Reports: April 2005* (page 31)</b>
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*Consent Items recommended by the following committees:*

6.3 Plans & Programs Committee

**6.3.1 Federal STP/CMAQ Program: Cycle 1 Augmentation and CMA TIP: Local Streets and Roads Rehab & Safety Funds\* (page 39)**

MTC anticipates an additional \$107 million in federal STP funds will be available for programming in the region. Of these funds, \$22.5 million have been reserved for local streets and roads projects. Alameda County is proposed to receive \$3 million of these funds. The CMA TIP programming process for local streets and roads and safety projects that was initiated in February was delayed to match with the schedule of the federal STP Cycle 1 Augmentation funds. It is recommended that the Board approve the attached draft program of projects for the CMA TIP and STP Cycle 1 Augmentation Funds. A final program will be presented at the June Board meeting.

**6.3.2 State Transportation Improvement Program (STIP): Quarterly at Risk Report \* (page 45)**

It is recommended that the Board review and approve the attached Quarterly at Risk report for STIP projects.

**6.3.3 Guaranteed Ride Home: Annual Evaluation Report \* (page 51)**

It is recommended that the Board accept the 2005 Annual Evaluation Report for the Guaranteed Ride Home Program and approve the following recommendations for next year's program:

- 1) continue operating the program as is, including marketing, employee and employer surveys and monitoring the taxi and car rental programs;
- 2) consider purchasing a database listing eligible employers that are not yet enrolled and contacting them provided this is within the program budget;
- 3) consider creating a new poster and marketing materials to promote the program, provided this is within the program budget; and
- 4) monitor car rental usage for non-emergency trips and make recommendations to increase its usage to reduce taxi costs.

**6.4 Administration & Legislation Committee**

**6.4.1 2005 Update of Countywide Bicycle Plan\* (page 67)**

The update of the Countywide Bicycle Plan is estimated to cost \$50,000. This funding will be provided from a combination of ACTIA and TDA Article 3. It is recommended that the Board authorize the Executive Director: (1) to execute all necessary funding agreements with ACTIA; (2) to execute all necessary funding agreements with MTC for the TDA Article 3 funds; and (3) execute all necessary agreements with consultants for the preparation of the update.

**6.4.2 SB 275 (Torlakson): Transportation Needs Assessment\* (page 75)**

This bill would require the California Transportation Commission, working with Caltrans and the regional transportation agencies, to submit a 10-year transportation needs assessment to the Legislature by October 2006. This assessment would include unfunded rehabilitation and operations costs, unfunded congestion relief needs, and recommendations as to how state and local transportation agencies might address the identified shortfalls. It is recommended that the CMA support SB 275.

**6.4.3 SB 1020 (Migden): Transportation Development Act\* (page 79)**

This bill would provide counties statewide with the option of increasing funding for transit service by allowing county boards of supervisors to place on a countywide ballot a measure doubling the existing one-quarter percent sales tax now collected under TDA, which is specifically dedicated to local transportation. The additional one-quarter percent would not be subject to the 1.5 percent cap on local option sales taxes. A two-thirds majority vote would be required for passage. An MTC analysis of the bill is attached. It is recommended that the CMA support SB 1020.

**6.4.4 AB 850 (Canciamilla): Toll Roads\* (page 83)**

This bill would authorize Caltrans to enter into development franchise agreements with public and/or private entities for the construction and lease of various types of toll lanes, including HOT lanes. The bill has been amended to protect the CMA's current HOT lane authority and to require surplus revenues to be used on projects in the toll corridor. The bill does not however require a local co-sponsor for any new toll facilities or for consistency with the county congestion management program or the regional transportation plan. It is recommended that the CMA support AB 850 and seek amendments to require a county transportation agency co-sponsor for any toll facility and to require consistency with the county congestion management program and the regional transportation plan.

**\*\*\* END OF CONSENT ITEMS \*\*\***

**7.0 PLANS & PROGRAMS COMMITTEE REPORTS Information/Action 3:55 p.m.**

**7.1 Transportation-Land Use Program (T Plus): Workshop Results & Next Steps\* (page 87)**

As part of the MTC funded T Plus program, the CMA held a workshop on March 28, 2005 in Oakland to address ways to overcome obstacles to implementing Transit Oriented Development (TOD) projects in Alameda County. The 55 people who attended represented cities, transit agencies, private and non-profit developers, elected officials, resource agencies and the public. Eight speakers gave presentations, followed by breakout discussions to identify a range of solutions to obstacles at TOD sites. Information from the workshop is posted on the CMA website. Staff will review the attached Summary of the Transit Oriented Development Workshop at the Board meeting. It is recommended that the Board adopt the recommendations resulting from the workshop. Further discussion will be necessary to determine how to implement these recommendations.

**8.0 ADMINISTRATION & LEGISLATION COMMITTEE REPORTS Information/Action 4:10 p.m.**

**8.1 Int'l/Telegraph Rapid Bus Project: Award of Contracts\* (page 105)**

Bids for Cabinet and Controller Assemblies for the Rapid Bus Project on Int'l/Telegraph Avenue were received May 12, 2005. Staff has reviewed the bids and recommends the CMA Board: (1) award the contract to McCain Traffic Supplies for the Cabinet and Controller Assemblies for the Rapid Bus Project in the amount of \$489,662.18; and (2) authorize the Executive Director to execute all agreements related to this contract.

**8.2 Int'l/Telegraph Rapid Bus Project: Near Term Improvements\* (page 107)**

AC Transit is planning to launch a preliminary phase of the Rapid Bus Operation by June 26, 2005. AC Transit has requested CMA to design and construct selected improvements by June 25, 2005. AC Transit has agreed to pay for all the design, construction and construction administration for the project. Staff requested bids for this work on May 13, 2005. Bids are due on June 3, 2005. In order to meet the project schedule, work must be initiated by mid-June. It is recommended that the CMA Board: (1) authorize the Administration & Legislation Committee to award the contract for the Bus Stop Modifications on International Blvd near 34<sup>th</sup> Avenue to the lowest responsive, responsible bidder at its June 13<sup>th</sup> meeting; and (2) authorize the Executive Director or his designee to execute all necessary agreements required for the completion of this work. The Engineers Estimate for the work is \$85,000.

**9.0 MTC's REGIONAL GOODS MOVEMENT STUDY\*(page 119) Information/Discussion 4:20 p.m.**

MTC staff will present the results of its goods movement study. A brief background memo from MTC staff is attached.

**10.0 OTHER BUSINESS**

**11.0 ADJOURNMENT 4:30 p.m.**

\* Attachment enclosed for members and key staff.

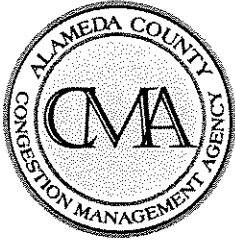
\*\* Materials will be handed out at the meeting.

(#) All items on the agenda are subject to action and/or change by the CMA Board. Times for agenda items are approximate.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH  
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

***NEXT MEETINGS***

**THURSDAY, June 23, 2005; 3:30 P.M.; CMA Board Room, Oakland**  
**THURSDAY, July 28, 2005; 3:30 P.M.; CMA Board Room, Oakland**  
**THURSDAY, September 22, 2005; 3:30 P.M.; CMA Board Room, Oakland**



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**MEMORANDUM**

*May 26, 2005  
Agenda Item 5.0*

DATE: May 18, 2005  
TO: Congestion Management Agency Board  
FROM: Dennis R. Fay, Executive Director *DRF*  
SUBJECT: EXECUTIVE DIRECTOR'S REPORT

**Correspondence**

We have received the attached letter from Jody Culver concerning Crow Canyon Road.

**Sacramento Report**

I have attached a report from the CMA's Sacramento representative.

**Washington Report**

I have attached a report from the CMA's Washington, DC representative.

**CMA Exchange Program – Status Report**

The CMA has received a total of \$38.06 million in payments from exchange project sponsors including \$20.18 million from AC Transit, \$8.1 million from BART, \$2.20 million from the City of Fremont, \$4.23 million from the City of Dublin, and \$3.35 million from the City of Livermore. The City of Livermore has the only remaining original exchange project that requires reimbursement to the CMA. An additional \$70,000 is anticipated from the City of Livermore in May. The City of Livermore's remaining balance owed to the CMA Exchange program is \$247,000.

**Status of Corridor Studies/Projects**

I-580 HOV Lane Project – Caltrans and FHWA have agreed to an environmental document for the eastbound HOV lane rather than requiring both directions to be addressed. The consultants prepared documentation to demonstrate that the eastbound project has independent utility and moving forward would not have a negative impact on future environmental documents for westbound improvements. The administrative draft document is scheduled to be completed mid-summer. Phase 1 of the project will provide an interim eastbound HOV lane to commuters on I-580 between Tassajara Road in Pleasanton and Greenville Road in Livermore. The expenditure plan for Regional Measure 2 (RM2) included \$65 million in funding for this project; ACTIA's Measure B reauthorization included \$10 million in funding for auxiliary lane construction

between Tassajara Road and Airway Boulevard. An RM2 Initial Project Report and allocation for \$6 million was approved by MTC in late 2004. A request for proposals for preliminary engineering and design services was released in January, and a consultant team was selected in March; preliminary design work for Phase 1 is ongoing. The CMA is partnering with Caltrans in the preliminary engineering of the Phase 1 project, with Caltrans completing work for required design exceptions and providing design oversight, and a CMA design consultant completing preliminary engineering. For the ultimate project, Caltrans will perform preliminary engineering activities with CMA oversight. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the Phase 1 project.

I-580/I-680 Interchange Modifications – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant team as necessary to maintain an expedited delivery schedule. A request for proposals to provide supplemental staff support to Caltrans will be issued later this year. The PSR will evaluate options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will be used in evaluating the ultimate improvements required for the I-580 corridor. This project is a portion of the RM2 Initial Project Report and allocation for \$6 million that was approved by MTC in late 2004 for the I-580 Corridor.

I-680 HOV Lane Project – Sound wall Construction – The contract is at about 72% of the allotted time and the project is approximately 69% complete. The project completion will be delayed to August 2005 due to a combination of weather delays and the addition of a new wall to the project scope. The project is one of the components of the overall I-680 Corridor Improvements. Work along the overall corridor includes excavation, grading, constructing shoring walls, constructing pile cap, constructing retaining walls, and installing masonry block. A detailed project status by wall group is available on the ACCMA web page as well as job site photos.

I-680 Southbound HOV Lane Project – The CMA is partnering with Caltrans on the design of this project, with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the SMART Lane components. Construction is scheduled to begin in 2006 subject to the availability of funds in the STIP.

I-680 SMART Carpool Lane Project – Work has continued on the Project Study Report including civil engineering, additional travel demand modeling and economic forecasting for dynamic pricing. The Cooperative Agreement for Project Approval and Environmental Document has been signed by the CMA and Caltrans. The E-76 was authorized on May 10<sup>th</sup>. The CMA can now begin expending the federal grant awarded last November. The Management Committee met on May 9 to identify risks that could impede the successful completion and implementation of the project. A Risk Management Plan will be presented to the Policy Advisory Committee.

Tri-Valley Triangle Analysis – The Policy Advisory Committee approved the performance measures to be used in evaluating the projects proposed in the study area. Quantitative measures will be weighted 70% and qualitative measures will be weighted 30%. The PAC also approved in concept the transportation network that will be assumed for 2025 planning horizon.

I-880 Corridor – In October, MTC allocated RM2 funds for project development on the northern portion of I-880 in Oakland. This project will provide operational and safety improvements to northbound I-880 at 29<sup>th</sup> Avenue by reconfiguring the on- and off-ramps, as well as mitigating noise impacts of the project. A request for proposals for project development and preliminary engineering services was released January and nine proposals were received. The Kolve/RBF Team was selected to perform the project development work for the project and a notice to proceed has been issued.

I-880 Corridor System Management Study – This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 corridor to determine what transportation strategies make the most sense and when they should be implemented. Caltrans made a presentation on the scope of work and the status of the study to the I-880 Steering Committee on December 13, 2004. Currently, data input and simulation model development are in progress. Upon completion of initial model development, Caltrans will be able to provide a status report on the study -- probably in about two months.

Ardenwood Park & Ride Lot Project – This project acquires a site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. This expansion is expected to provide over 100 new parking stalls for commuters. This is a Regional Measure 2 (RM2) project, and an Initial Project Report and allocation was approved by MTC in late 2004. The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. Staff is pursuing a Categorical Exemption as the environmental document for this project, and expects to complete the CE by mid-2005. Right of way acquisition will begin shortly after the environmental document is approved.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor-SVRTC) – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which includes modifications to the original project such as structural engineering options that provide cost saving options along the alignment, will begin this summer. The EIS and Supplemental EIR are expected to be complete in early 2007.

Caldecott Tunnel 4<sup>th</sup> Bore - The Project Leadership Team (PLT), comprised of representatives from the ACCMA, CCTA and Caltrans continue to meet on a monthly basis to discuss the project development process for the project as well as a process for outreach to the public and other local agencies. Caltrans and the consultant team are continuing the combined effort of completing the environmental documentation for the project. A draft environmental document is scheduled for release late in 2005. Caltrans and the CMA have met with Berkeley, Oakland and Piedmont to discuss the project and receive input on any local concerns related to the project. Caltrans is scheduled to host a public outreach meeting to discuss the project on June 9<sup>th</sup>. The time and location will be posted on the CMA website when available.

Community Based Transportation Plan: West Oakland – MTC approved funding for a Community Based Transportation Plan in West Oakland. The project will be initiated once the funding agreement between MTC and CMA has been executed.

Dumbarton Rail Corridor – Phase 1 of the EIR/EIS process, focusing on alternatives analysis, will be complete November-December 2005. Phase 2, which will analyze 1 rail alternative and 1 bus alternative, will be complete June 2006. The parties are developing funding agreements for the first phase among ACTIA, VTA and San Mateo and principles for governance and operation, which will include a CMA representative on the management and operating committee.

Dynamic Ridesharing – A kiosk has been installed at the Dublin/Pleasanton BART station. Comprehensive testing of the software is complete. Once the remaining logistics of taxi service (guaranteed ride home) and the Call Center transition from RIDES to PB are resolved, the program will begin a “soft launch” to a select group in summer 2005. Over 70 people have requested to register in the program, about 40 of whom qualify as within the geographic area covered in the program.

FAIR Lanes – The economic and travel forecasting work are complete. The consultants are preparing the final report including findings and recommendations. The results will be presented to the CMA Board in July.

Grand/MacArthur Corridor Transit Enhancements - CMA and AC Transit are the joint sponsors of the Regional Express Bus program that is funded by Regional Measure 2. A component of this project is the transit enhancements along Grand/MacArthur Corridor starting at 106<sup>th</sup> Avenue and ending at Maritime for the Bay Bridge access. This project includes a transit operations analysis and design and construction of various traffic signal modifications along this corridor. A Request for Proposals was released in May 2005 for consultant services to initiate this work. In addition to the RM 2 funds, this project includes \$205,000 in Regional TFCA funds, jointly submitted by CMA and AC Transit to cover the equipment costs needed for the installation of Transit Signal Priority components at seven intersections along this Corridor. The total budget for this phase of the Grand/MacArthur Corridor enhancement is \$1,248,000.

Rapid Bus and SMART Corridor on International/Broadway/Telegraph - CMA staff is coordinating the work with AC Transit, on the implementation of this new Rapid Bus corridor. This corridor starts at the Bay Fair BART station, in the city of San Leandro and includes portions of E 14th/International Boulevard, Broadway, Telegraph in the cities of Oakland, and Berkeley. The length of this corridor is about 18 miles, and carries about 30,000 transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement Measure B funds provided to AC Transit by ACTIA. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. It is expected that CMA will administer multiple procurement and construction contracts, which will run concurrently to meet the schedule. In April 2005 the CMA issued a notice to contractors for procurement of equipment for the contract. Bids were received in May and the low bid was considerably below engineer's estimate. The first out of three construction contracts was



advertised in May 2005. Additional construction contracts will be advertised during the summer 2005.

Route 84 HOV – Dumbarton Corridor - In October MTC allocated \$2 million in RM 2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. The CMA is coordinating development of this project with Caltrans.

San Pablo Avenue Corridor – The San Pablo Policy Advisory Committee met on April 14 for a report on the status of the improvements. A Letter of Agreement has been signed by AC Transit and ACTIA, and a Notice to Proceed has been issued to Carter Burgess to begin engineering review of proposed additional San Pablo Rapid Stop amenities. Site meetings between AC Transit, Carter Burgess, CMA and local jurisdictions will begin shortly. Caltrans reported that work on sidewalk replacement and repair, installation of ramps and driveway improvements is underway on the west side of San Pablo. The work will continue on the east side in early summer. The contractors are scheduled to begin removing the existing pavement near 35<sup>th</sup> Street in Emeryville the week of May 16<sup>th</sup>. The grinding work will be done during the daytime while the paving will be done during the evening hours.

SMART Corridors Program – A minor contract was issued to the contractor to act as interim maintenance contractor to allow CMA to issue a request for bids and secure a permanent maintenance contractor to assist the project stakeholders in maintaining field equipment. There are 135 Closed Circuit TV (CCTV) cameras which are streaming video images, 49 vehicle detector stations are reporting the speed and volume of traffic along the arterials on continuous basis. An Operation and Maintenance (O&M) funding strategy has been adopted by the Board; staff is following up to secure commitments to the funding identified in this strategy. The public WEB site address for the SMART Corridors is: <http://www.smartcorridors.com>. The Incident Management Subcommittee of the SMART Corridors is working with staff on the East Bay Emergency and Incident Management System. The project would provide access to real-time congestion and incident information on both surface streets as well as the freeways to the fire departments through mobile data terminals with wireless communication to command vehicles and fire engines. Additionally, 61 emitters have been provided to the fire departments for use on the vehicles that currently cannot take advantage of recently installed traffic signal preemption investment made by the SMART Corridors. Nationally, the incidents account for more than 40% of congestion. The Emergency Vehicle Preemption (EVP) system is also a tool to increase the safety of fire department personnel responding to emergencies as well as other vehicles as cross traffic. Traffic accidents have been identified as a major reason for injury to first responders. The SMART Corridors program has a strong representation from the fire departments.

Guaranteed Ride Home Program – The program was initiated in April 1998. One hundred and twenty three employers and 3,313 employees are registered in the program, and 973 rides have been taken, including 36 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$80.58 and the average trip length is 38.94 miles. The average trip distance for a rental car ride is 87.35 miles and the cost per rental car use is \$55.00, including insurance and taxes, resulting in an average rental car cost savings of \$77.00. The annual evaluation is complete and will be posted on the CMA website.

Transportation and Land Use Program (T Plus) – The results of and recommendations from the March 28, 2005 TOD workshop will be presented at the Board meeting and can be found on the CMA website.

Transportation Fund for Clean Air (TFCA) Regional Program – The Bay Area Air Quality Management District (BAAQMD) has released a call for projects for the Regional TFCA program. Applications are due to BAAQMD by June 30, 2005. Additional information on the program is available at:  
[http://www.baaqmd.gov/pln/grants\\_and\\_incentives/tfca/regional\\_fund.asp](http://www.baaqmd.gov/pln/grants_and_incentives/tfca/regional_fund.asp).

Safe Routes to School – Cycle 6 – Caltrans has released a call for projects for the Safe Routes to School (SR2S) program. The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students. The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. Applications are requested by Caltrans by June 30, 2005. Additional information on the program is available at:  
<http://svhqsg4.dot.ca.gov/hq/LocalPrograms/saferoute2.htm>.

#### **Environmental Documents/General Plan Amendments Reviewed**

Since my last report, staff has reviewed nine environmental documents, notices of preparation or general plan amendments. Responses were prepared for three of them and they are attached.

#### **CMA Board and Committee Meeting Dates**

Board meetings will be at 3:30 p.m. Plans & Programs Committee meetings will be at 10:15 a.m. in the CMA offices in Oakland unless otherwise noted. Administration & Legislation Committee meetings will be at 9:30 a.m. in the CMA offices in Oakland unless otherwise noted.

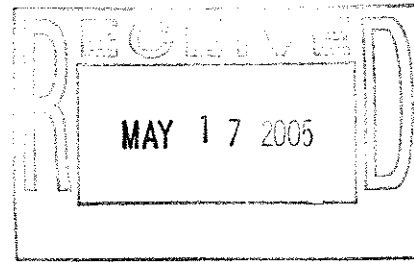
<u>CMA Board</u>	<u>Plans &amp; Programs</u>	<u>Administration &amp; Legislation</u>
June 23, 2005	June 13, 2005	June 13, 2005
July 28, 2005	July 11, 2005	July 11, 2005
September 22, 2005	September 12, 2005	September 12, 2005
October 27, 2005	October 10, 2005	October 10, 2005
November 17, 2005	November 7, 2005	November 7, 2005
December 22, 2005	December 12, 2005	December 12, 2005

#### **Voice Mail Numbers for Staff**

10	Claudia Magadan	16	Frank Furger
11	Jean Hart	17	Vicki Winn
12	Dennis Fay	19	Christina Muller
13	Diane Stark	21	Yvonne Chan
14	Cyrus Minoofar	22	Agnas Gooden
15	Matt Todd	24	Saravana Suthanthira
		27	Stefan Garcia

May 12, 2005

County of Alameda  
Public Works Agency  
399 Elmhurst St.  
Hayward, CA 94544



Dear Mr. Carrera:

I am very angered that you and Bob Preston have decided to rescind the decision to restrict through trucks to five tons and go back to the previous 15 ton weight limit on Crow Canyon Rd. Bob Preston has given me many faulty reasons for making this change. He sent me a copy of a communication with Mitch Mueller, CHP, saying that because of inconsistent signage there would be an entrapment issue. In conversations with Bob Preston regarding the CHP, I felt led to believe that because there were few accidents recorded involving trucks, that they did not support any change. He told me that San Ramon's Senior Traffic Engineer was not supportive and would be unwilling to change signs on his end. I know that you have a file copy of Phil Agostini's letter, which clearly states otherwise. I spoke with him just over a week ago and he made it clear that he would be very supportive if Alameda County initiated the change and sent a letter notifying them that it had been done. I understand that he expects Alameda County to request that Cal Trans change their two small signs near freeway exit. He has told me that he would put up additional signs, if necessary, to warn of this weight limit.

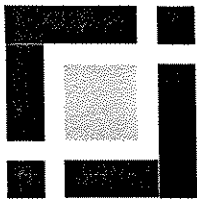
I believe I speak for all Crow Canyon residents and residents of larger developments of this road that large-heavy weight trucks take away from our quality of life. As I have mentioned many times before, I live about 75 feet from the road, but the heavy weight trucks make themselves known when they pass by. The weight sends reverberations into our home. The noise from all the traffic is extreme, almost unbearable at times. I know that there are many homes/condos which are even closer to the road. I often feel as if Alameda County regards us as second class citizens. I have lived on this road almost forty years and know that Alameda County has been involved with many decisions that have caused our Canyon much harm. I believe you are responsible to consider the greater picture. This Canyon Road and the horse ranches should be preserved. Drivers need to be respectful of the residents and the horse ranches.

I understand that Alameda County Congestion Management Agency is supportive of restricting trucks and keeping them on the freeway. There are many examples throughout Alameda County and Contra Costa County of similar or stricter weight limitations on major arterial roads. You must remember the many people who live on or just off Crow Canyon Rd. and follow through with a 5 ton weight limitation for through trucks.

Sincerely,

Jody S. Culver

C: CHP - Mitch Mueller  
Supervisor Nate Milroy's Office - Bob Swanson  
Alameda Co. C.M.A.



## Lynn M. Suter

and Associates

Government Relations

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May 18, 2005

TO: Dennis Fay, Executive Director  
Alameda County Congestion Management Agency

FR: Lynn M. Suter & Associates

RE: Legislative Update

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The May revise estimates that revenues in the current and budget year have grown by \$6.6 billion. This includes an additional \$2.2 billion in the current year and expected gain of \$4.4 billion in the budget year. The revenue generated from the tax amnesty is tucked away in these numbers; however, approximately \$900 million is expected to be paid back as the disputed tax cases are settled. With funds set aside for a reserve and amnesty refunds, The Governor is proposing to use the remaining \$4 billion for one time expenses, such as Prop 42, partial payment of the VLF Gap loan, as well as eliminate the planned use of \$1.7 billion in deficit financing bonds.

Budget subcommittees begin final deliberations on the budget week and both houses are expected to complete their work by the end of next week. This will allow for Budget Conference Committee actions to begin on June 1. The following is a synopsis of the Governor's May Revision. Further updates will be sent as the budget progresses. If you have any questions or need additional information, please call Steve Wallauch.

### Transportation

**Prop 42:** The Governor proposes to fully fund Prop 42 at \$1.313 billion. Since this proposal does not require the Legislature to take an affirmative action, the Senate Budget Subcommittee #4 unanimously concurred with the Governor's proposal and agreed to appropriate the funds in accordance with Prop 42. However, the Senate Subcommittee rejected the proposal to convert the Governor GoCalifornia package of legislation into trailer bills. This would have allowed these measures to skip the usual policy-fiscal committee process. The Assembly Subcommittee is scheduled take action on the Prop 42 and other transportation issues on Friday.

The \$1.3 billion will be allocated pursuant to the statutory formula that splits the revenue are follows:

- \$678 million is allocated to Traffic Congestion Relief Program project,
- \$254 million to STIP projects,
- \$254 million is split between cities and counties for local street and road maintenance (Alameda County will receive approximately \$4.2 million and each city will receive approximately \$4.38 per capita), and

- \$127 million to the Public Transportation Account (PTA) where half is deposited into the State Transit Assistance account.

**Priority Lists:** With the STIP facing a \$1.3 billion project backlog, and nearly \$1 billion in TCRP projects awaiting funds, the CTC will need to prioritize its allocations. According to the May Revise, the Business, Transportation & Housing Agency will be working with the CTC on developing a prioritized list of projects based on economic impact. The selection criteria promoted by BT&H will likely include criteria giving preference to jurisdictions that balance housing productions and the efficient use of land. The CTC is expected to schedule a meeting to discuss prioritizing allocations in June.

**Caltrans Savings:** The Revise reports that Caltrans has realized \$51.6 million in operational savings. According to the May Revise these savings will be directed toward transportation projects, and over the course of the 2006 Fund Estimate will allow for \$250 million in added programming capacity. According to the Revise this more than offsets the loss of \$200 million in tribal gaming revenues.

**Tribal Gaming Bonds:** The January Budget proposal postponed from the current fiscal year to the 2005-06 fiscal year the receipt of \$1.2 billion in tribal gaming bond revenue. The gaming compacts approved last year required the tribes to finance up to \$1.2 billion in bonds to fund transportation projects. The May Revise now reduces the amount of bonds the compacts may generate from \$1.2 billion to \$1 billion.

**PTA Spillover:** In January the spillover was \$216 million, Finance now estimates the spillover to be \$380 million. Unfortunately, the May Revise continues to keep this revenue in the general fund. The Senate Budget Subcommittee voted to accept the Governor's proposal, and if the rumors are true the Assembly Subcommittee will vote to do the same.

Statute currently requires spillover funds to be deposited in the Public Transportation Account (PTA) where half is deposited into State Transit Assistance. General fund revenue "spillover" into the Public Transportation Account by the amount that gasoline sales tax revenue exceeds the revenue generated from a quarter percent of all taxable sales.

**State Transit Assistance (STA):** The base formula allocation for STA remains at \$137.3 million for 2005-06. However, with full funding of Prop 42 and additional \$65 million will be added to this account, being the 2005-06 total STA allocation to \$202.3 million. If spillover funds flowed into this account an additional \$190 million would have been available.

**Regional Planning Blueprints:** The May Revise proposes to utilize \$5 million in federal funds for a competitive grant program to develop a regional blueprint planning document. These grants would be awarded to metropolitan planning organizations to produce a regional blueprint planning document. It is envisioned that the MPO's would work with

the Councils of Government to create a blueprint that would guide cities and counties on future development and land use decisions.

***GoCalifornia:*** The May Revise also plugged the Governor's GoCalifornia package of legislation, which consists of AB 850, which would expand the use of toll roads and HOT lanes, AB 1266, which would expand an existing pilot project on design sequencing construction projects, and SB 705, which would allow for design-build procurement to be used for highway projects.

***Senate Hearing on Toll Facilities:*** For the second hearing in a row, Senator Dunn who chairs the Senate Budget Subcommittee #4 has stated he will conduct a hearing on toll facilities. A special hearing of Subcommittee #4 will likely be scheduled in June to examine the various bills and the issues surrounding toll roads and lanes. Being from Orange County, Senator Dunn does not support the expanded use of toll facilities. We will notify you when this hearing is scheduled.

## **Local Government**

***VLF Gap Loan Payment:*** The May Revise proposes to repay half of the VLF Gap loan owed to cities and counties that resulted from the suspension of the VLF offset in 2003-04. The Revise provides \$593.4 million to partially cover this debt one year early in order to relieve pressure on the state budget next year.

***Property Tax Administration Grant Program:*** The January budget proposed to reduce this program by \$5.7 million to \$54.3 million. The May Revise proposes to restore this cut by increasing the general fund allocation by \$2.5 million and making specific counties ineligible for these funds. The Governor proposes to eliminate \$3 million in grant funds for Marin and San Mateo Counties which are basic aid counties, and the grant funds for Alpine, Mariposa, Sierra, and Trinity Counties would also be eliminated because these counties have never submitted applications for these grant funds.

***COPS & Juvenile Justice:*** The May Revise proposes to continue to fund both COPS and the Juvenile Justice Crime Prevention Act at \$100 million each. The January budget proposed to reduce the Juvenile Justice program by \$75 million. The proposal, in addition, would achieve one-time GF savings by providing \$25 million in the budget year for the Juvenile Justice funding with the remaining \$75 million paid the following year to accurately reflect how the funds are spent.

***Chronically Homeless Initiative:*** The May Revision includes \$750,000 in general fund dollars for technical assistance and predevelopment loans to assist in the creation of shelter and services for chronically homeless persons. In addition, \$40 million that remains from the last housing bond will be redirected and loaned to developers of housing for the mentally ill. It is expected that these funds will leverage existing tax credits and local funding.

This proposal also redirects \$2.4 million of new Proposition 63 funds to provide rent subsidies and establish collaboratives at the local level to assist counties in developing projects to promote stable housing for homeless persons. It is expected that local government will also contribute from their Proposition 63 funding to provide needed services. An additional \$250,000 in general fund revenue is provided to assist interagency coordination of efforts to assist the homeless.

## LEGISLATION

Bill	Topic	Status	Client-Position
AB 697 (Oropeza) I-02/17/2005	Highway Users Tax Account: appropriation of funds.	04/13/2005-In committee: Set, first hearing. Referred to APPR. suspense file. (04/13/2005-A APPR. SUSPENSE FILE)	CMA-Watch ACTA-Support
	<p>NOTE: In any year in which a Budget Act has not yet been enacted by July 1, AB 697 would require all previously appropriated transportation funds to be continuously appropriated until a budget is enacted. The intent is to avoid delays and disruptions in work on transportation projects and to avoid the associated costs and consequences.</p> <p>A similar measure by Senator Murray died on the Appropriations Suspense File last year. AB 697 has also been placed on the Suspense File based on the Assembly Appropriations Committee policy of not approving measures that would create a continuous appropriation. This is based partially on fiscal impacts and partially on the belief that continuous appropriations reduce pressure to enact a budget on time.</p>		
AB 1462 (Torrico) A-04/14/2005	State Highway Route 84.	05/16/2005-In Senate. Read first time. To Com. on RLS. for assignment. (05/16/2005-S RLS.)	ACTA-Sponsor CMA-Support
	<p>NOTE: AB 1462 was unanimously approved by the Assembly Appropriations Committee, and was approved by the full Assembly on a vote of 76-0.</p> <p>AB 1462 would allow the Cities of Fremont and Union City and the transportation planning agency to prepare and submit to the CTC for approval a local alternative transportation program for</p>		

	Route 84. This would allow the proceeds from the sale of excess right-of-way from the Route 84 project to be programmed to other transportation projects in Alameda County.		
AB 1623 (Klehs) A-05/02/2005	County transportation agencies: congestion management and environmental mitigation fee.	05/03/2005-Re-referred to Com. on APPR. (05/03/2005-A APPR.)	CMA-Sponsor ACTA-Watch
	<p>NOTE: It is the policy of the Assembly Appropriations Committee to place all "fee" bills on the Suspense File. The Committee will either hold or approve Suspense File items at a special hearing at the end of the month. Since AB 1623 does not contain any state costs, it has a good chance of being approved.</p> <p>AB 1623 would authorize the Alameda County Congestion Management Agency and the transportation agencies in Contra Costa, Marin and Napa to impose an annual fee of up to \$5 on motor vehicles registered within each county. The revenue would be used for traffic congestion projects, such as the Smart Corridors Program, and the mitigation of environmental impacts of motor vehicles within that county.</p>		
AB 1702 (Frommer) A-04/07/2005	State finances: economic recovery and transportation.	04/26/2005-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 9. Noes 1.) (April 25). (04/26/2005-A APPR.)	CMA-Watch ACTA-Watch
	<p>NOTE: AB 1702 would appropriate \$500 million from the Economic Recovery Bond Act to specified transportation purposes and pledges to backfill an equivalent amount to the General Fund from the net proceeds of bonds sold from the state's tribal gaming bonds. The funds would be equally split between the State Highway Account and Traffic Congestion Relief Program.</p> <p>With the Governor's announcement to fully fund Prop 42, the need for this bill has diminished. AB 1702 will be placed on the Suspense File where it will likely remain.</p>		



AB 1714 (Plescia) A-05/03/2005	Toll Bridge Seismic Retrofit Program.	05/04/2005-Re-referred to Com. on APPR. (05/04/2005-A APPR.)	CMA-Oppose ACTA-Oppose
	<p>NOTE: AB 1714 has been significantly amended to simply state that it is the intent of the Legislature to develop a funding solution for the Toll Bridge Seismic Retrofit Program.</p> <p>As introduced this bill would implement the Governor's proposal for funding the Bay Bridge, which would replace the SAS design with the viaduct design and require the Bay Area to fund the shortfall.</p>		
SB 172 (Torlakson) A-05/02/2005	Bay Area state-owned toll bridges: financing.	05/17/2005-Set for hearing May 26. (04/06/2005-S APPR.)	CMA-Watch ACTA-Support
	<p>NOTE: SB 172 was placed on the Senate Appropriation Committee's Suspense File. This bill would reform the management of the toll bridge seismic retrofit program and would provide funding for identified cost overruns.</p> <p>In summary, this bill specifies that the Toll Bridge Seismic Retrofit Program deficit will be roughly split 50-50 between the state and toll, transfer administration of all tolls to BATA, allow BATA to increase tolls by \$1 if specified conditions are met, and create a new oversight committee</p>		
SB 1024 (Perata) A-05/12/2005	Public works and improvements: bond measure.	05/17/2005-Set for hearing May 26. (05/04/2005-S APPR.)	CMA-Support In Concept ACTA-Support
	<p>NOTE: SB 1024 was approved by the Senate Transportation Committee 10-3. However, it is the policy of the Appropriations Committee to place all bond measure on the Suspense File, which is where SB 1024 currently resides. The Appropriations Committee will take action on all Suspense File items within the next two weeks.</p> <p>SB 1024 would enact the "Safe Facilities, Improved Mobility and Clean Air Act of 2005. This Act would place a \$7.7 billion bond measure on the ballot to fund the Bay Bridge shortfall; repay existing Prop 42 loans, and other infrastructure projects.</p>		

# Copeland Lowery Jacquez Denton & White LLC

Specializing in Government Relations

## MEMORANDUM

**TO:** Dennis Fay, Jean Hart and Frank Furger  
ACCMA

**FROM:** Jim Copeland & Emily Bacque  
Copeland Lowery Jacquez Denton & White

**RE:** Washington DC Update

**DATE:** May 18, 2005

### **Surface Transportation Reauthorization (H.R. 3)**

#### *House*

On Thursday March 10, the House passed the Transportation Equity Act: A Legacy for Users (TEALU/H.R. 3) by a vote of 417-9. The bill authorizes \$284 billion for highway, public transportation and road safety projects through FY2009. Under H.R. 3, federal highway spending would grow to \$41.5 billion in 2009, and public transit obligations would peak at \$10.3 billion. Compared to authorizations under the prior transportation law, the Transportation Equity Act for the 21st Century (TEA-21), TEALU's highway account would grow by 38 percent, while the transit budget would increase by 51 percent. Even though the House version is funded at the White House's preferred \$284 billion level, the administration has threatened to veto the bill because of a provision that would hold FY06 highway funds hostage for 10 months unless Congress appropriated enough money to give states at least a 95 cents in aid for every dollar they pay into the Highway Trust Fund.

Alameda County Congestion Management Agency projects that are included in the House version:

- **I-880 install emergency vehicle preemption equipment -- \$500,000**
- **I-580 HOV Lane in the Livermore Valley -- \$5 million**
- **Construct Streetscape and Intermodal Improvements at BART Station Transit Villages; Oakland, CA.**  
**FY06 -- \$320,000; FY07 -- \$330,000, FY08 -- \$350,000**

#### *Senate*

The Senate began debate on H.R. 3 on Tuesday, April 26. (The text of the Senate bill was offered as a substitute amendment to the House TEA 21 reauthorization bill, and thus is now identified as H.R. 3). The Senate passed the bill on Tuesday, May 17 by a vote of 89-11. There are no earmarks included in the bill.

Environment and Public Works Chairman Jim Inhofe (R-OK) offered a substitute amendment to the bill that would authorize \$295 billion through 2009 -- \$11.2 billion more than the Administration requested. On Wednesday, May 11, the Senate voted to waive a budget point of order against the substitute amendment by a vote of 76-22. The vote was seen by many as a test to see if senators could override a

presidential veto. Seventy-six senators including 33 Republicans voted for the extra funding, nine more than needed to override a veto. The increased funding allows for \$8.9 billion more in authorized highway spending and \$2.3 billion for transit. The amendment does include offsets for the increased funding level, therefore the deficit is not negatively impacted. However, the White House continues to issue veto threats against the Senate version because it goes over the \$284 billion level approved by the Administration.

Prior to final passage, the Senate defeated an amendment on Tuesday by Senator Jeff Sessions (R-AL) to reduce the spending in the measure by \$11.4 billion by making cuts in a number of programs, including a \$5 billion reduction in transit funding, and a \$4 billion cut in clean air improvements funded by the Congestion Mitigation and Air Quality program. The amendment was defeated by a vote of 16-84.

### ***Conference***

The Senate has not yet named conferees on the bill and a decision has not yet been made on when to do so. A source on the House side has indicated its conferees may not be appointed until the week of May 23, depending on the Senate's actions. The House and Senate will likely pass a short-term extension before the current extension expires at the end of May, giving the conferees more time to iron out the differences between the two bills.



# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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**City of Union City**

Mayor

Mark Green

**Executive Director**

Doreen D. Fox

May 17, 2005

Mr. Scott Lee

Associate Planner

City of Livermore Community Development Department

1052 S. Livermore Ave.

Livermore, CA 94550

**SUBJECT:** Comments on the Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the Seven Vines Project

Dear Mr. Lee:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) for the Seven Vines Project. The approximately 70-acre project site is located in the City of Livermore, east of Laughlin Road, north of Altamont Creek Road and I-580, and south of Frick Lake. The site is located adjacent to existing urban development. The proposed project includes the development of 147 single-family and two-family homes. The project provides 23 acres, approximately 33 percent of project site, as open space.

The ACCMA respectfully submits the following comments:

- The City of Livermore adopted Resolution No. 92-289 on August 10, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). Based on our review of the NOP, the proposed project appears to generate at least 100 p.m. peak hour trips over existing conditions. If this is the case, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2010 and 2025 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
  - The CMA Board amended the CMP on March 26<sup>th</sup>, 1998 so that local jurisdictions are now responsible for conducting the model runs themselves or through a consultant. The City of Livermore and the ACCMA have signed a Countywide Model Agreement on December 16, 1999. The Countywide model, updated incorporating ABAG's revisions to the employment data for Projections 2002, is available to the local jurisdictions for this purpose. However, before the model can be released to you or your consultant, a letter must be submitted to the ACCMA requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.
- Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2003 CMP Figures E-2 and E-3 and Figure 2). The DEIR should

address all potential impacts of the project on the MTS roadway and transit systems. These include I-580, I-680, SR 84, East Stanley Blvd., Holmes Street, North and South Livermore Avenue, Vasco Road, South Vasco Road, 1<sup>st</sup> Street, Greenville Road as well as BART and LAVTA. Potential impacts of the project must be addressed for 2010 and 2025 conditions.

- Please note that the ACCMA does not have a policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2003 CMP for more information).
  - In addition, the adopted 2003 CMP requires using 1985 Highway Capacity Manual for freeway capacity standards.
- The CMA requests that there be a discussion on the proposed funding sources of the transportation mitigation measures identified in the environmental documentation. The CMP establishes a Capital Improvement Program (See 2003 CMP, Chapter 7) that assigns priorities for funding roadway and transit projects throughout Alameda County. The improvements called for in the DEIR should be consistent with the CMP CIP. Given the limited resources at the state and federal levels, it would be speculative to assume funding of an improvement unless it is consistent with the project funding priorities established in the Capital Improvement Program (CIP) of the CMP, the federal Transportation Improvement Program (TIP), or the adopted Regional Transportation Plan (RTP). Therefore, we are requesting that the environmental documentation include a financial program for all roadway and transit improvements.
  - The adequacy of any project mitigation measures should be discussed. On February 25, 1993 the CMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
    - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
    - Project mitigation measures must be fully funded to be considered adequate;
    - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

It would be helpful to indicate in the DEIR the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.
  - Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2003 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the CMA's policies as discussed above.
  - The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of

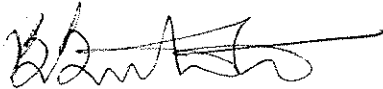
Mr. Scott Lee  
May 17, 2005  
Page 3

existing facilities (see 2003 CMP, Chapter 5). The DEIR could consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.

- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

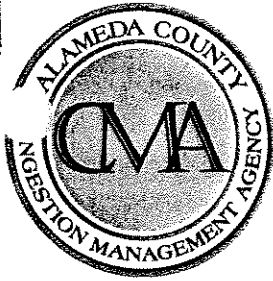
Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,



Saravana Suthanthira  
Associate Transportation Planner

cc: file: CMP - Environmental Review Opinions - Responses - 2005



# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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**Executive Director**

May 12, 2005

Mr. Chandler Martin  
San Joaquin County Community Development Department  
Development Services Division  
1810 East Hazelton Avenue  
Stockton, CA 95205

Subject: Comments on the Application Referral for the Specific Plan III (also referred to as "College Park") as required by Mountain House Master Plan

Dear Mr. Martin:

Thank you for the opportunity to review and comment on the application referral for various amendment applications for the Specific Plan III (also collectively referred to as "College Park") as required by the Mountain House Master Plan to permit the development of approximately 816 acres (17%) of the Mountain House Community. In addition to the specific plan application, the project includes amendments to the County General Plan, the Mountain House Master Plan, and the Mountain House Development Title, four major Subdivision applications, two Development Agreements, and two use permits for wastewater storage pond and water tanks. The project is located north of I-205 and east of the Alameda County line.

The Specific Plan III would develop Neighborhood A/B, a portion of Neighborhood D, 2,302 dwelling units (not including 196 required second unit dwellings); 18.3 acres (256,000 square foot) of commercial uses; 86.5 acres (1,507,000 square feet) of industrial uses; two K-8 schools occupying 32 acres; 42.3 acres of neighborhood and community parks; a 114-acre community college with a planned capacity of 12,000 students; and open space connections, consisting of a linear park system, multi-use paths, trails, local streets with sidewalks, and bikeways. The commercial, industrial, and school uses are estimated to generate over 4,200 jobs.

While these amendments do not appear to result in changes to the land use or transportation assumptions of the new community, the Alameda County Congestion Management Agency continues to have concerns about transportation impacts to the Alameda County roadway network, particularly I-580 in the Tri-Valley area, as a result of large developments at the Alameda/San Joaquin County line. Caltrans'

Mr. Chandler Martin

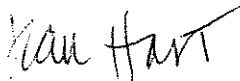
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Page 2

2003 Highway Congestion Monitoring Program indicates that I-580 in the Tri-Valley area is the most congested corridor in the Bay Area with highest levels of congestion, occupying three spots in the Top-10 Most Congested Corridors in the Nine-County Bay Area. As you are aware, this congested condition of I-580 is mostly due to the significant number of trips generated east of Alameda County. Therefore, we request that the San Joaquin County mitigate traffic impacts on I-580 due to the developments in San Joaquin County jurisdiction east of Alameda County, through paying for improvements on I-580 and/or designating as a high priority project in the I-580 corridor.

Again, we appreciate the opportunity to comment on the Specific Plan III of the Mountain House Master Plan. Please continue to keep us informed about future changes to the Mountain House Plan and its resulting development and construction impact in Alameda County. Please do not hesitate to contact me or Saravana Suthanthira at 510/836-2560 if you have any questions.

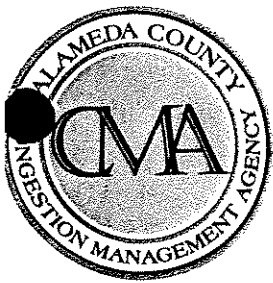
Sincerely,



Jean Hart  
Deputy Director

cc: Saravana Suthanthira, Associate Transportation Planner  
file: CMP/Environmental Review Opinions - Responses 2005





# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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May 4, 2005

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Mayor  
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Executive Director

Mr. Darin Ranelletti

Planner III

City of Oakland Community and Economic Development Agency

250 Frank H. Ogawa Plaza, Suite 3330

Oakland, CA 94612

**SUBJECT:** Comments on the Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the Arcadia Park Residential Project

Dear Mr. Ranelletti:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) for the Arcadia Park Residential Project. The 27-acre project site is located in four parcels between 92<sup>nd</sup> Avenue and 98<sup>th</sup> Avenue along San Leandro Street in the City of Oakland. The site is currently occupied by industrial uses. The project consists of removal of all existing uses and the construction of up to 400 residential units comprising both single-family residences and Townhomes. The project will require rezoning the parcels to R-30 One-Family Residential Zone (portion) and R-50 Medium Density Residential Zone (portion), and amending the General Plan designation to Housing and Business Mix.

The ACCMA respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). Based on our review of the NOP, the proposed project appears to generate at least 100 p.m. peak hour trips over existing conditions. If this is the case, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2010 and 2025 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
  - The CMA Board amended the CMP on March 26<sup>th</sup>, 1998 so that local jurisdictions are now responsible for conducting the model runs themselves or through a consultant. The City of Oakland and the ACCMA have signed a Countywide Model Agreement on March 22, 1999. The Countywide model, updated incorporating ABAG's revisions to the employment data for Projections 2002, is available to the local jurisdictions for this purpose. However, before the model can be released to you or your consultant, a letter must be submitted to the ACCMA requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

- Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2003 CMP Figures E-2 and E-3 and Figure 2). The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include I-880, I-580, SR 61, Davis Street, 98<sup>th</sup> Avenue, Hegenberger Expressway, High Street, San Leandro Street, International Blvd and MacArthur Blvd as well as BART and AC Transit. Potential impacts of the project must be addressed for 2010 and 2025 conditions.
  - Please note that the ACCMA does not have a policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2003 CMP for more information).
  - In addition, the adopted 2003 CMP requires using 1985 Highway Capacity Manual for freeway capacity standards.
- The CMA requests that there be a discussion on the proposed funding sources of the transportation mitigation measures identified in the environmental documentation. The CMP establishes a Capital Improvement Program (See 2003 CMP, Chapter 7) that assigns priorities for funding roadway and transit projects throughout Alameda County. The improvements called for in the DEIR should be consistent with the CMP CIP. Given the limited resources at the state and federal levels, it would be speculative to assume funding of an improvement unless it is consistent with the project funding priorities established in the Capital Improvement Program (CIP) of the CMP, the federal Transportation Improvement Program (TIP), or the adopted Regional Transportation Plan (RTP). Therefore, we are requesting that the environmental documentation include a financial program for all roadway and transit improvements.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993 the CMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
  - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
  - Project mitigation measures must be fully funded to be considered adequate;
  - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

It would be helpful to indicate in the DEIR the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.
- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2003 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should

Mr. Darin Ranelletti

May 4, 2005

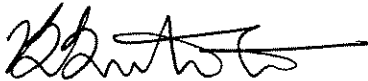
Page 3

address the issue of transit funding as a mitigation measure in the context of the CMA's policies as discussed above.

- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2003 CMP, Chapter 5). The DEIR could consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,



Saravana Suthanthira  
Associate Transportation Planner

cc: file: CMP - Environmental Review Opinions - Responses - 2005

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**CMA BOARD  
MINUTES OF APRIL 28, 2005 MEETING  
Oakland, California**

Chair Reid convened the meeting of the CMA Board at 3:30 pm.

**1.0 ROLL CALL**

**2.0 PLEDGE OF ALLEGIANCE**

**3.0 PUBLIC COMMENT**

Member of the public, Darrel Carey, East Bay Small Business Council expressed his concerns with regards to contracting opportunities with the CMA for Alameda County businesses.

**4.0 CHAIR'S/VICE-CHAIR'S REPORT**

Chair Reid invited the Board members to attend Coliseum Intercity Rail Platform Ribbon Cutting ceremony on May 25, 2005 at 11:00 a.m.

Council member Maris requested a meeting of Planning Area 1 to discuss appointments to committees.

**4.1 AC Transit Presentation of Rapid Bus Photo to CMA**

Chair Reid introduced Mary King, AC Transit who thanked the CMA Board for its partnership and leadership with the AC Transit on the Rapid Bus project and presented a photo of a rapid bus to the Board.

**5.0 EXECUTIVE DIRECTOR'S REPORT**

Fay advised the Board that there will be a change to the mailing procedure of future agendas. A full agenda package will only be sent to the CMA Board Members and their alternate. All others will only receive a copy of the agenda. For those interested a copy of our full agenda package will be available on our website [www.accma.ca.gov](http://www.accma.ca.gov). The committees will be treated in a similar manner. Exceptions will however be made upon request.

Fay then provided each Board Member with a current CMA Orientation Handbook. If any changes are made in the future staff will provide each Board Member with an insert. This information can also be found on the CMA website. He then reviewed AB1623 (Klehs) and the MTC Lifeline Transportation Program

**6.0 CONSENT CALENDAR**

**6.1 Meeting Minutes March 24, 2005**

**6.2 Financial Reports: March 2005**

### 6.3 Plans & Programs Committee

- 6.3.1 **Federal STP/CMAQ Program: Quarterly at Risk Report**
- 6.3.2 **Transportation Fund for Clean Air (TFCA): Quarterly At Risk Report**
- 6.3.3 **Congestion Management Program (CMP): 2003-04 Mobility Monitor**
- 6.3.4 **MTC's Cycle 1 Augmentation Proposal: Follow-up to Previous Board Action**
- 6.4 Administration & Legislation Committee
- 6.4.1 **West Oakland Community Based Transportation Plan**
- 6.4.2 **ACA 4 (Plescia) and ACA 11 (Oropeza): Proposition 42 Protections**
- 6.4.3 **AB 1714 (Plescia): Toll Bridge Seismic Retrofit Program**
- 6.4.4 **SB 1024 (Perata): Seismic Bond**
- 6.4.5 **I-680 Smart Carpool Lane: Follow up to Previous Board Action**

After discussion a motion was made by Davis to approve the Consent Calendar; a second was made by Worthington. Green made a friendly amendment to support AB 1462 (Torrico), which dedicates surplus right of way in the Route 84 corridor in Union City/Fremont to an alternative project, and noted that this item is included in the Executive Directors report and that ACTIA is the sponsor of this bill. The amendment was accepted. The motion passed unanimously.

## 7.0 **PLANS & PROGRAMS COMMITTEE REPORTS**

- 7.1 **East Bay SMART Corridors Program: Operations and Management**  
(This item has been carried over from the March meeting)

Furger introduced Anush Nejad of Kimely-Horn who gave a presentation on the proposed cost-sharing plan. After discussion a motion was made by Davis to: (1) adopt the proposed Cost Sharing Plan for the on-going Operations and Management of the East Bay SMART Corridors program; and (2) authorize the Executive Director to issue a Request for Proposals for the maintenance of the field elements of the Advanced Transportation Management and Transit Signal Priority System; a second was made by Jaquez. Worthington made a friendly amendment to (1) adopt the proposed Cost Sharing Plan for the on-going Operations and Management of the East Bay SMART Corridors program *in concept*. The amendment was accepted. The motion passed with an opposition from the City of Pleasanton.

- 7.2 **Transportation Fund for Clean Air (TFCA): FY 2005/06 Program Manager Funds Coordinated Program**

Todd requested that the Board adopt Resolution 05-7 approving the Final 2005/2006 TFCA Program. A motion was made by Worthington to approve the Resolution 05-7 approving the final TFCA Program; a second was made by Blalock. The motion passed as follows: (33 – aye, 0 – nay, 1 – absent, 0 – abstain) AC Transit (1) – aye, Alameda County (3) – aye, City of Alameda (1) – aye, City of Albany (1) – aye, BART (1) – aye, City of Berkeley (2) – aye, City of Dublin (1) – aye,

*City of Emeryville (1) – aye, City of Fremont (4) – aye, City of Hayward (3) – aye, City of Livermore (2) – aye, City of Newark (1) – absent, City of Oakland (8) – aye, City of Piedmont (1) – aye, City of Pleasanton (1) – aye, City of San Leandro (2) – aye, City of Union City (1) – aye*

**8.0 ADMINISTRATION & LEGISLATION COMMITTEE REPORTS (no items this month)**

There were no reports.

**9.0 PRESENTATION OF MTC'S PROPOSED TRANSIT ORIENTED DEVELOPMENT (TOD) POLICY.**

Fay introduced MTC staff Valerie Knepper who gave a presentation on the MTC's draft TOD policy. After a brief discussion the Board members thanked MTC staff for the presentation and also thanked CMA staff for assembling a successful and informative TOD Workshop last month.

**10.0 OTHER BUSINESS**

There were no reports.

**11.0 ADJOURNMENT**

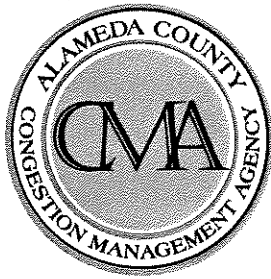
5:05 p.m.

Chair Reid adjourned the meeting until *Thursday, May 26, 2005 at 3:30 p.m.*

Attest By:



Christina Muller, Board Secretary



# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

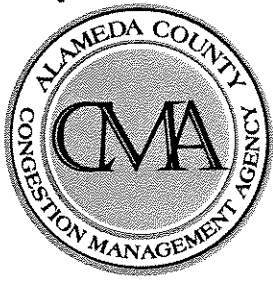
1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

## CMA BOARD MEETING ROSTER OF MEETING ATTENDANCE APRIL 28, 2005 CMA Board Room, Oakland, California

CMA BOARD MEMBERS	Initials	ALTERNATES	Initials
Larry Reid, Chair – City of Oakland	<i>LR</i>	N/A	
Scott Haggerty, Vice Chair – Alameda County Supervisor	<i>SH</i>	N/A	
Dolorez Jaquez – AC Transit	<i>DJ</i>	Rebecca Kaplan – AC Transit	
Tom Blalock - BART	<i>TB</i>	Zoyd Luce, BART	
Nate Miley – Alameda County Supervisor	<i>NM</i>	N/A	
Beverly Johnson – City of Alameda	<i>BJ</i>	Frank Matarrese, City of Alameda	
Allan Maris, City of Albany	<i>AM</i>	Farid Javandel, City of Albany	
Kriss Worthington – City of Berkeley	<i>KW</i>	Tom Bates - City of Berkeley	
Janet Lockhart, City of Dublin	<i>JL</i>	Kasie Hildenbrand, City of Dublin	
Nora Davis – City of Emeryville	<i>ND</i>	Ken Bukowski – City of Emeryville	
Robert Wasserman – City of Fremont	<i>RW</i>	Dominic Dutra – City of Fremont	
Roberta Cooper – City of Hayward	<i>RC</i>	Olden Hensen - City of Hayward	
Marshall Kamena – City of Livermore		Marjorie Leider – City of Livermore	<i>MRL</i>
Paul H.B. Tong – City of Newark		Luis Freitas – City of Newark	
Jeff Wieler – City of Piedmont	<i>JW</i>	Dean Barbieri – City of Piedmont	
Jennifer Hosterman – City of Pleasanton	<i>JH</i>	Matt Sullivan – City of Pleasanton	
Shelia Young – City of San Leandro	<i>SY</i>	Orval Badger – City of San Leandro	
Mark Green – City of Union City	<i>MG</i>	Manual Fernandez – City of Union City	

CMA STAFF	
Dennis Fay, Executive Director	<i>DF</i>
Frank Furger, Deputy Director	<i>FF</i>
Jean Hart, Deputy Director	<i>JH</i>
Cyrus Minoofar, Principal Trans. Engineer	
Matt Todd, Senior Trans Engineer	<i>MT</i>
Diane Stark, Senior Trans Planner	<i>DS</i>
Saravana Suthanthira, Assoc Trans Planner	<i>SS</i>
Yvonne Chan, Accounting Manager	<i>YC</i>
Christina Muller, Office Mgr, Board Secretary	<i>CM</i>
Zack Wasserman, Wendel, Rosen, Black & Dean	<i>ZW</i>
Neal Parish, Wendel, Rosen, Black & Dean	<i>NP</i>
Stefan Garcia, Principal Trans Engineer	<i>SG</i>





ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

CMA BOARD MEETING  
APRIL 28, 2005  
ROSTER OF MEETING ATTENDANCE  
CMA BOARD ROOM, OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Valerie Miley	Alameda Co.	272-6694	
2.	Valerie Knepper	MTC	510-464-7821	vknepper@mtc.ca.gov
3.	Chance Johnson	ACTransit	891-4745	cjohnson@actransit.org
4.	Clement Okoh	MSV	510-812-0775	cicokoh@yahoo.com
5.	Jacki Taylor	ACCMA project Monitoring	(415) 505-5425	PROJECTMONITORING2@ACCMA.CA.GOV
6.	Pat Messburg	Oak/Larry Reid	238-7573	pmessburg@oaklandnet.com
7.	Nathan Landau	ACTransit	891-4792	nlandau@actransit.org
8.	Mike Tassano	Pleasanton	(925) 931-5670	MTASSANO@ci.pleasanton.ca.us
9.	James Olson	ACCMA Project Monitoring Team	(510) 502-4357	james@advancepd.com
10.	Matt Todd	ACCMA	STAFF	
11.	Harlie Cameron	Hayward	NES -	
12.	Sam Angel	Alameda Co. BSA	510-272-6681	sam.angel@accma.org
13.	Joanne Parker	BART	510-287-4795	jparker@bart.gov
14.	Bob Vinn	Livermore	925-960-4516	bgvinn@ci.livermore.ca.us
15.	Anush Nejad	Kinley-Hor	510-625-0712	anush.nejad@kinley-hor.ca.us
16.	Jon Twichell	ACTransit	(510) 891-4801	jtwichell@actransit.org
17.	Darrel Carey	Small Business Council	(510) 832-1408	Carey1735@aol.com
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22.				
23.				

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# Alameda County CMA Revenue and Expense Report

May 26, 2005  
 Agenda Item 6.2

Fiscal year thru period ending 04/30/2005

Description	Period to date Actual	Year to date Actual	Annual budget	Annual Variance	% used
Fees - City of Alameda	\$ 5,736	\$ 22,946	\$ 22,946	\$ -	100.0%
Fees - City of Oakland	31,550	126,201	126,201	-	100.0%
Fees - City of Piedmont	853	3,410	3,410	-	100.0%
Fees - City of Pleasanton	5,129	20,517	20,517	-	100.0%
Fees - City of San Leandro	6,229	24,914	24,914	-	100.0%
Fees - City of Union City	5,384	21,537	21,537	-	100.0%
Fees - Alameda County	80,167	320,669	320,669	-	100.0%
Fees - City of Albany	1,285	5,140	5,140	-	100.0%
Fees - City of Berkeley	8,007	32,028	32,028	-	100.0%
Fees - City of Dublin	2,721	10,884	10,884	-	100.0%
Fees - City of Emeryville	577	2,309	2,309	-	100.0%
Fees - City of Fremont	15,998	63,993	63,993	-	100.0%
Fees - City of Hayward	11,078	44,312	44,312	-	100.0%
Fees - City of Livermore	5,974	23,897	23,897	-	100.0%
Fees - City of Newark	3,365	13,460	13,460	-	100.0%
Total revenues by project (see page 2 for detail)	696,932	12,605,936	30,398,357	17,792,421	41.5%
Revenue - Interest	19,548	53,858	40,000	(13,858)	134.6%
Revenue - Miscellaneous	953	11,707	20,000	8,293	58.5%
<b>Total Revenue</b>	<b>\$ 901,487</b>	<b>\$ 13,407,718</b>	<b>\$ 31,194,574</b>	<b>\$ 17,786,856</b>	<b>43.0%</b>
Salaries	\$ 102,268	\$ 883,163	\$ 1,108,334	\$ 225,171	79.7%
Employee Benefits	28,678	240,441	320,000	79,559	75.1%
Salary Related Expenses	2,192	21,971	60,000	38,029	36.6%
Board Meeting per diem	3,300	26,700	50,000	23,300	53.4%
Transportation/Travel-Special Events	4,018	37,906	69,600	31,694	54.5%
Training	-	2,783	7,000	4,217	39.8%
Office Space	22,063	167,943	198,500	30,557	84.6%
Postage/Reproduction	1,013	14,579	40,000	25,421	36.4%
Office Expenses	7,670	94,923	100,000	5,077	94.9%
Computer Support	841	24,394	60,000	35,606	40.7%
Website Service	4,835	10,433	15,000	4,567	69.6%
Misc. Expenses	84	994	6,000	5,006	16.6%
Office Furniture/Equipment	-	64,943	50,000	(14,943)	129.9%
Insurance	-	7,252	17,000	9,748	42.7%
Consultants: Administrative Support	13,534	42,261	25,000	(17,261)	169.0%
Legal Counsel	3,369	46,428	97,000	50,572	47.9%
Accounting Software Annual Support	-	-	4,100	4,100	0.0%
Temporary Employees	692	34,535	60,000	25,465	57.6%
Annual Audit	-	27,377	30,000	2,623	91.3%
Treasurer/Auditor	1,782	12,488	20,000	7,513	62.4%
EDAB Membership	-	5,000	5,000	-	100.0%
Legislative Advocacy	16,322	77,378	97,440	20,062	79.4%
Subtotal	\$ 212,660	\$ 1,843,892	\$ 2,439,974	\$ 596,082	75.6%
Expenditures by Project (see page 3 for detail)	\$ 898,764	\$ 11,107,252	\$ 28,665,113	\$ 17,557,861	38.7%
<b>Total Expenditures</b>	<b>\$ 1,111,424</b>	<b>\$ 12,951,144</b>	<b>\$ 31,105,087</b>	<b>\$ 18,153,943</b>	<b>41.6%</b>
Reserve Fund for ACE	\$ (6,789)	\$ (29,739)	\$ 107,436	\$ 137,175	
<b>Excess Revenue over (under) Expenditures</b>	<b>\$ (203,148)</b>	<b>\$ 486,313</b>	<b>\$ (17,949)</b>	<b>\$ (504,261)</b>	

**Alameda County CMA  
Revenues by Project**

Fiscal year thru period ending 04/30/2005

	Period to date Actual	Year to date Actual	Annual budget	Annual Variance	% used
<b>MTC</b>					
TEA 21 Planning Support	\$ 117,767	\$ 118,529	\$ 454,000	\$ 335,471	26.1%
Transportation Land Use Work Program	57,228	150,000	150,000	-	100.0%
TEA 21 Planning Support (Exch. w/County for E. Dublin)	-	750,000	750,000	-	100.0%
Local Assistant Support	18,593	100,000	-	(100,000)	0.0%
Community Based Transportation	-	20,817	60,000	39,183	34.7%
<b>Subtotal</b>	<b>\$ 193,588</b>	<b>\$ 1,139,346</b>	<b>\$ 1,414,000</b>	<b>\$ 274,654</b>	<b>80.6%</b>
<b>MTC - RM2</b>					
Express Bus Service/HOV Lanes	\$ 5,431	\$ 5,431	\$ 342,572	\$ 337,141	1.6%
Rt. 84 Dumbarton Corridor HOV Lane	5,914	5,914	920,000	914,086	0.6%
I-880 Operations Improvements	7,436	7,436	623,664	616,228	1.2%
I-580 Design	7,214	7,214	878,056	870,842	0.8%
I-580/680 PSR	44,740	44,740	738,036	693,296	6.1%
<b>Subtotal</b>	<b>\$ 70,735</b>	<b>\$ 70,735</b>	<b>\$ 3,502,328</b>	<b>\$ 3,431,593</b>	<b>2.0%</b>
<b>ACTIA / ACTA</b>					
Altamont Commuter Express Operating Cost	\$ 136,194	\$ 1,686,057	\$ 1,907,032	\$ 220,975	88.4%
Capital Improvement on ACE	-	-	535,000	535,000	0.0%
I-680 SMART PSR	-	193,497	650,496	456,999	29.7%
I-680 SMART PS&E	-	56,162	337,444	281,282	16.6%
I-680 SMART Car Pool Lane	-	205,135	192,000	(13,135)	106.8%
<b>Subtotal</b>	<b>\$ 136,194</b>	<b>\$ 2,140,850</b>	<b>\$ 3,621,972</b>	<b>\$ 1,481,122</b>	<b>59.1%</b>
<b>Caltrans</b>					
CMAQ: SMART Corridor Operations & Management (Contra Costa)	\$ -	\$ 97,469	\$ 247,232	\$ 149,763	39.4%
CMAQ: SMART Corridor Operations & Management (Alameda)	102,868	284,438	302,152	17,714	94.1%
Bicycle Video Detection	-	369,551	330,000	(39,551)	112.0%
East Bay SMART Corridors Incident Management	-	405,947	130,000	(275,947)	312.3%
I-880 SMART Corridor: System Manager/Construction	-	837,935	847,000	9,065	98.9%
San Pablo SMART Corridor: System Manager/Construction	-	405,947	607,000	201,053	66.9%
I-680 Sound Wall Construction	-	4,586,558	9,574,797	4,988,239	47.9%
I-680 North and Southbound Design	193,548	547,628	1,516,784	969,156	36.1%
I-580 HOV EIR & Project Report	-	95,860	1,201,000	1,105,140	8.0%
I-580/Tri-Valley Triangle Analysis	-	-	200,000	200,000	0.0%
I-680 SMART PSR	-	-	285,000	285,000	0.0%
I-680 SMART PS&E	-	-	6,400	6,400	0.0%
Fair Lanes	-	83,501	237,000	153,499	35.2%
Dynamic Ridesharing	-	10,127	115,000	104,873	8.8%
<b>Subtotal</b>	<b>\$ 296,416</b>	<b>\$ 7,724,960</b>	<b>\$ 15,599,365</b>	<b>\$ 7,874,405</b>	<b>49.5%</b>
<b>TFCA - Program Manager Funds</b>					
Administration Revenue	\$ -	\$ 89,995	\$ 130,000	\$ 40,005	69.2%
East 14th / Int'l Blvd. - Transit Signal Priority (Phase 3)	-	97,758	400,000	302,242	24.4%
Guaranteed Ride Home Program	-	73,363	115,600	42,237	63.5%
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 261,116</b>	<b>\$ 645,600</b>	<b>\$ 384,484</b>	<b>40.4%</b>
<b>Revenue from CMA TIP</b>					
North I-880 Project Study Report	\$ -	\$ 3,275	\$ 198,000	\$ 194,725	1.7%
San Pablo SMART Corridor: Transit Priority & Video Detection Installs	-	88,423	83,000	(5,423)	106.5%
STIP Project Monitoring & Oversight	-	50,040	270,864	220,824	18.5%
I-680 North & Southbound Design	-	370,412	-	(370,412)	0.0%
Fair Lanes	-	34,457	37,500	3,043	91.9%
Tri-Valley Triangle Analysis	-	-	200,000	200,000	0.0%
Dynamic Ridesharing	-	-	15,000	15,000	0.0%
East Bay SMART Corridors Incident Management	-	535,925	175,000	(360,925)	306.2%
Model update for 2000 Census	-	-	185,000	185,000	0.0%
CMA TIP Administration	-	105,225	140,000	34,775	75.2%
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 1,187,757</b>	<b>\$ 1,304,364</b>	<b>\$ 116,607</b>	<b>91.1%</b>
<b>TFCA - Regional Fund</b>					
East 14th / Int'l Blvd -Transit Signal Priority ( Phase 2)	\$ -	\$ 30,135	\$ 400,000	\$ 369,865	7.5%
<b>AC TRANSIT</b>					
Traffic Signal Upgrades (Broadway)	\$ -	\$ -	\$ 700,000	\$ 700,000	0.0%
East 14th / Int'l Blvd. - Transit Signal Priority (Phase 2)	-	-	3,210,728	3,210,728	0.0%
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,910,728</b>	<b>\$ 3,910,728</b>	<b>0.0%</b>
<b>OTHERS</b>					
City of Oakland (North I-880 Project Study Report)	\$ -	\$ 4,689	\$ -	\$ (4,689)	0.0%
Port of Oakland (North I-880 Project Study Report)	-	9,349	-	(9,349)	0.0%
West CAT AVL (WCCTAC)	-	37,000	-	(37,000)	0.0%
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 51,038</b>	<b>\$ -</b>	<b>\$ (51,038)</b>	<b>0.0%</b>

**TOTAL REVENUES BY PROJECT \$ 696,932 \$ 12,605,936 \$ 30,398,357 \$17,792,421 41.5%**

Run date: 05/16/2005 @ 09:12  
 Bus date: 05/16/2005

## Alameda County CMA Expenditures by Project

Fiscal year thru period ending 04/30/2005

	Period to date	Year to date	Annual budget	Annual	% used
	Actual	Actual		Variance	
Consultants: General	\$ 14,701	\$ 92,735	\$ 150,000	\$ 57,265	61.8%
Disadvantaged Business Enterprise Consultant	183	20,905	50,000	29,095	41.8%
Altamont Commuter Express Operating Cost	142,983	1,715,796	1,775,000	59,204	96.7%
Capital Improvement on ACE	-	-	535,000	535,000	0.0%
Soundwall Policy	4,086	9,303	-	(9,303)	0.0%
CMA TIP Administration	-	41,233	52,000	10,767	79.3%
Community Based Transportation	-	-	60,000	60,000	0.0%
Congestion Management Program/CWTP	2,080	28,915	25,000	(3,915)	115.7%
Local Assistance Support	-	38,174	-	(38,174)	0.0%
Countywide Model Update	-	7,356	185,000	177,644	4.0%
North I-880 Project Study Report	-	6,550	198,000	191,450	3.3%
Professional Modeling Services	-	8,280	75,000	66,720	11.0%
Level Service Monitoring	-	-	25,000	25,000	0.0%
TEA 21 Planning Support (exchg w/cnty for E. Dublin)	-	-	675,000	675,000	0.0%
Transportation Land Use Work Program	10,428	24,359	25,000	641	97.4%
Consultants: TFCA Administration	17,092	73,952	39,000	(34,952)	189.6%
Dynamic Ridesharing	953	55,316	145,000	89,684	38.1%
East 14th/International Blvd. Transit Priority (Phases 2 & 3)	34,817	527,497	3,733,381	3,205,884	14.1%
Fair Lanes	-	104,616	274,500	169,884	38.1%
Bicycle Video Detection	-	152,533	330,000	177,467	46.2%
Guaranteed Ride Home	5,400	72,078	102,000	29,922	70.7%
I-580 HOV EIR & Project Report	-	111,124	1,150,000	1,038,876	9.7%
I-680 Sound Wall Construction	263,065	4,872,559	9,537,297	4,664,738	51.1%
I-680 North and Southbound Design	84,294	832,574	1,371,000	538,426	60.7%
I-680 SMART Carpool Lane Scoping	4,221	98,619	192,000	93,381	51.4%
I-680 SMART PS&E	44,705	174,428	329,127	154,699	53.0%
I-680 SMART PSR	53,307	208,536	626,500	417,964	33.3%
RM2 - Rt. 84 Dumbarton Corridor HOV Lane	7,231	25,845	900,000	874,155	2.9%
RM2 - I-880 Grand Ave. Signals	4,696	16,312	534,500	518,188	3.1%
RM2 - Rt. 84 Ardenwood Park	2,800	11,841	308,000	296,159	3.8%
RM2 - I-880 N Safety Improvement	13,318	27,801	565,000	537,199	4.9%
I-580 EB HOV	27,961	97,822	844,000	746,178	11.6%
I-580/680 WB HOV	8,900	34,524	694,608	660,084	5.0%
I-880 SMART Corridor: System Manager/Construction	37,760	603,145	787,000	183,855	76.6%
San Pablo SMART Corridor: System Manager/Construction	92,658	574,425	577,000	2,575	99.6%
SMART Corridors Operations & Management (Alameda)	14,535	261,681	263,100	1,419	99.5%
SMART Corridors Operations & Management (Contra Costa)	6,589	118,632	207,100	88,468	57.3%
STIP Project Monitoring	-	34,887	225,000	190,113	15.5%
Traffic Signal Upgrades (Broadway)	-	22,738	700,000	677,262	3.2%
Tri-Valley Triangle Analysis	-	160	400,000	399,840	0.0%
<b>SUBTOTAL</b>	<b>\$ 898,764</b>	<b>\$ 11,107,252</b>	<b>\$ 28,665,113</b>	<b>\$ 17,557,861</b>	<b>38.7%</b>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY**  
**STATEMENT OF RECEIPTS AND DISBURSEMENTS**  
**FOR THE MONTH ENDING APRIL 30, 2005**

WELLS FARGO CMA CHECKING

Beginning Balance on April 1, 2005	\$ 508,058.00
Deposits	2,018,621.49
Interest	765.71
Disbursements	(1,571,502.52)
Ending Balance on April 30, 2005	<u>\$ 955,942.68</u>

WELLS FARGO CMA MONEY MARKET

Beginning Balance on April 1, 2005	\$ 327,972.91
Deposits	-
Interest	630.35
Disbursements	-
Ending Balance on April 30, 2005	<u>\$ 328,603.26</u>

LAIF CMA GENERAL FUND

Beginning Balance on April 1, 2005	\$ 1,892,839.63
Deposits	-
Interest	18,151.56
Disbursements	-
Ending Balance on April 30, 2005	<u>\$ 1,910,991.19</u>

LAIF CMA EXCHANGE PROGRAM FUND

Beginning Balance on April 1, 2005	\$ 27,156,481.52
Deposits	-
Interest	161,622.40
Disbursements	-
Ending Balance on April 30, 2005	<u>\$ 27,318,103.92</u>

CMA EXCHANGE FUND CHECKING & MONEY MARKET FUND

Beginning Balance on April 1, 2005	\$ 693,605.14
Deposits	58,119.67
Interest	87.74
Disbursements	(535,925.42)
Ending Balance on April 30, 2005	<u>\$ 215,887.13</u>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
TRANSPORTATION FUND FOR CLEAN AIR  
FOR THE MONTH ENDING APRIL 30, 2005**

FISCAL YEAR	PREVIOUS BALANCE	CURRENT MONTH	PROGRAM BALANCE
Unexpended Funds as of June 30, 2000 (per BAAQMD audited statement)	\$ 6,313,045		\$ 6,313,045
FY 00/01 REVENUE	1,812,278		1,812,278
FY 01/02 REVENUE	1,861,637		1,861,637
FY 02/03 REVENUE	1,856,267		1,856,267
FY 03/04 REVENUE	1,770,510		1,770,510
FY 04/05 REVENUE	-	1,838,222	1,838,222
Interest Income 00/01	341,255		341,255
Interest Income 01/02	133,243		133,243
Interest Income 02/03	69,491		69,491
Interest Income 03/04	47,004		47,004
Interest Income 04/05	28,207	8,715	36,922
 FY 00/01 EXPENDITURES	 (793,624)		 (793,624)
FY 01/02 EXPENDITURES	(3,815,028)		(3,815,028)
FY 02/03 EXPENDITURES	(2,700,791)		(2,700,791)
FY 03/04 EXPENDITURES	(2,787,984)		(2,787,984)
 <b>FY 04/05 EXPENDITURES:</b>			
City of Alameda - G	-		-
City of Albany - G	(30,000)		(30,000)
City of Berkeley - G	(71,113)		(71,113)
City of Dublin - G	(10,572)		(10,572)
City of Emeryville - G	-		-
City of Fremont - G	(28,177)	-	(28,177)
City of Hayward - G	(79,263)	-	(79,263)
City of Oakland - G	(57,907)	-	(57,907)
City of Pleasanton - G	(54,886)	-	(54,886)
City of Piedmont - G	-		-
City of San Leandro - G	(21,250)		(21,250)
City of Livermore - G	(214,161)	-	(214,161)
City of Newark - G	(138,344)	-	(138,344)
City of Union City - G	-		-
County of Alameda - G	(607,992)	(820,343)	(1,428,335)
<b>Discretionary:</b>			
AC Transit	-		-
ACCMA - SMART Corr.	(28,570)	-	(28,570)
LAVTA	-		-
CMA Administrative Cost	(72,476)	-	(72,476)
CMA Guaranteed Ride Home	(47,569)	(36,088)	(83,657)
Misc. Expenses	(73)	-	(73)
 <b>BALANCE AS OF APRIL 30, 2005</b>	 <b>\$ 2,673,157</b>	 <b>\$ 990,505</b>	 <b>\$ 3,663,662</b>

This is not an audited statement. Prior year revenues and disbursements are provided for information only.

**TRANSPORTATION FUND FOR CLEAN AIR**  
**STATEMENT OF RECEIPTS AND DISBURSEMENTS**  
**FOR THE MONTH ENDING APRIL 30, 2005**

**WELLS FARGO CHECKING**

Beginning Balance on April 1, 2005	\$ 71,225.28
Deposits	1,838,221.77
Disbursements	(869,941.80)
Ending Balance on April 30, 2005	<u>\$ 1,039,505.25</u>

**WELLS FARGO Mutual Fund**

Beginning Balance on April 1, 2005	\$ 1,668,210.96
Deposits	-
Interest	8,163.88
Disbursements	-
Ending Balance on April 30, 2005	<u>\$ 1,676,374.84</u>

**WELLS FARGO MONEY MARKET**

Beginning Balance on April 1, 2005	\$ 940,571.31
Deposits	
Interest	500.05
Disbursements	-
Ending Balance on April 30, 2005	<u>\$ 941,071.36</u>

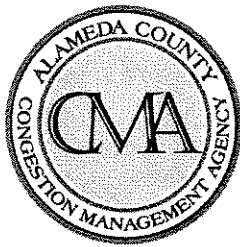


**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
EXCHANGE PROGRAM  
FOR THE MONTH ENDING APRIL 30, 2005**

FISCAL YEAR	PREVIOUS BALANCE	CURRENT MONTH	PROGRAM BALANCE
FY 01/02 REVENUE	23,204,398		23,204,398
FY 02/03 REVENUE	10,880,691		10,880,691
FY 03/04 REVENUE	3,009,558	-	3,009,558
FY 04/05 REVENUE	1,012,802	58,120	1,070,922
Interest Income 01/02	279,794		279,794
Interest Income 02/03	576,242		576,242
Interest Income 03/04	485,961	-	485,961
Interest Income 04/05	252,097	161,710	413,807
FY 01/02 EXPENDITURES	(1,140,453)		(1,140,453)
FY 02/03 EXPENDITURES	(654,945)		(654,945)
FY 03/04 EXPENDITURES	(8,385,723)		(8,385,723)
<b>FY 04/05 EXPENDITURES:</b>			
Alameda County CMA	(967,964)	(535,925)	(1,503,889)
City of Dublin	-	-	-
City of San Leandro	(367,145)	-	(367,145)
Union City	(128,708)	-	(128,708)
AC Transit	-	-	-
City Car Share	(6,744)	-	(6,744)
BART	(203,292)	-	(203,292)
Misc. Expenses	(10)	-	(10)
<b>BALANCE AS OF APRIL 30, 2005</b>	<b>\$ 27,846,558</b>	<b>\$ (316,096)</b>	<b>\$ 27,530,463</b>

This is not an audited statement. Prior year revenues and disbursements are provided for information only.

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*May 26, 2005  
Agenda Item 6.3.1*

**DATE:** May 18, 2005  
**TO:** CMA Board  
**FROM:** Plans and Programs Committee  
**RE:** CMA TIP Programming/Cycle 1 STP Augmentation Programming  
Local Streets and Roads Rehabilitation & Safety Funds

**Action Requested**

The CMA Board is requested to review and approve the draft program of projects for the CMA TIP Programming and STP Cycle 1 Augmentation for Local Streets and Roads projects.

**Next Steps**

A final program of projects is scheduled to be approved in June. Any required resolutions/counsel opinions will be due to the CMA by June 30.

**Discussion**

MTC anticipates an additional \$105 million in federal STP funds will be available for programming in the region. Of these funds, \$22.5 million have been reserved for local streets and roads projects. Alameda County is proposed to receive \$3 million of these funds. At the March meeting, the CMA Board authorized staff to solicit projects for the local streets and roads funding made available. A call for projects was released and project applications were requested by April 22<sup>nd</sup>. Jurisdictions also were allowed the opportunity to revise applications previously submitted for CMA TIP funding (for local streets and roads and safety projects)

The schedule to program the funds is detailed below.

April 6, 2005	Release Call for Projects
April 22, 2005	Project Applications Due to CMA
May, 2005	Draft Program
June 2005	Final Program
June 30, 2005	Resolutions/Opinions Due to CMA

**Eligible Project Types**

The CMA TIP programming was proposed to fund local streets and roads rehabilitation and safety projects with an emphasis to incorporate bicycle and pedestrian improvements (e.g. re-striping for bike lanes) into proposed rehabilitation projects when feasible. The funds were distributed by planning area. Due to the limited funds available, the CMA TIP exchange funds were directed only to roadway rehabilitation and safety and did not include transit projects.

The \$22.5 million in STP Cycle 1 Augmentation is intended to fund Local Streets and Roads rehabilitation. The projects programmed with these funds will be required to follow the MTC Regional Project Delivery Policy detailed in MTC resolution 3606. The overall programming guidelines used in the last programming cycle of federal funds are intended to be applied to this programming cycle with the exception that any federally eligible street/road on the Federal Functional Classification System will be eligible for funding. These are federal funds and will require a resolution and opinion of legal counsel from sponsoring agencies (may be combined into one document) and the projects will need to be entered into the TIP. These federal funds will be available in FY 05/06.

A detail of the Cycle 2 STP Local Streets and Roads programming, approved last fall by the CMA Board, is also included in the attached material for your information.

#### STP/CMA TIP Exchange

As part of the Cycle 2 STP Local Streets and Roads programming, the CMA was able to facilitate exchanges that allowed the CMA to program CMA TIP funds to agencies in place of federal STP funds. The proposed draft program includes an exchange that will allow agencies to program additional CMA TIP funds in place of STP Cycle 1 Augmentation funds. The CMA TIP programming capacity will be "created" by other agencies taking additional STP funds from the Cycle 1 STP Augmentation Program. Agencies that take on the additional STP funds will receive an additional 10% exchange rate.

Attachments

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

			Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program				
			STP Cycle 2 (\$5.7 M)		CMATIP Prog (\$3,402 M)		STP Cycle 1 Augmentation (\$3 M)				
Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	STP <sup>2</sup>	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP <sup>2</sup> Requested	CMA TIP \$ Requested	Total Project Cost	Project Elements
PLANNING AREA 1											
1	Alameda	Remove Rail & Resurface Clement Ave (along 15 foot wide center rail corridor)			\$ 256,000					\$ 512,000	Pavement rehab including remove rail & resurface.
2	Alameda	Lincoln Middle School Safety Project				\$ 163,000	Y			\$ 284,000	Install signal and provide new access to school drop-off for traffic calming and pedestrian safety.
3	Alameda	Fernside Blvd Resurfacing					Y		\$ 135,000	\$ 245,000	Pave resurfacing including in-pavement x-walk lights or traffic signal; reconfig, striping, sidewalk widening.
4	Albany	Ohlone Greenway Intersection Alignments (Masonic at Portland & Washington)				\$ 37,000	Y			\$ 155,000	Re-align existing Bike/Ped paths at 2 intersections along major bike commute route for safety.
5	Albany	Pierce St Rehab			\$ 57,000		Y		\$ 30,000	\$ 87,000	Safety imps include restriping stop bars and crosswalk work. Class 1 bike lanes planned for street in future.
6	Berkeley	Gilman St <sup>1</sup> (San Pablo to Hopkins)	\$ 705,000							\$ 797,000	Pavement rehab project
7	Berkeley	Spruce St. Safety Project Between Rose and Cedar Streets.				\$ 100,000	Y			\$ 100,000	Traffic circles and neck downs to be installed to promote traffic calming and pedestrian safety.
8	Berkeley	Piedmont Circle Pedestrian Safety Project				\$ 128,000	Y			\$ 450,000	Ped imps including relocation of x-walks, extending curbs, and creating mid x-ing refuge areas.
9	Berkeley	Piedmont Ave Reconstruction (Gayley Rd. to Dwight Way)						\$ 209,000		\$ 915,000	Pavement rehab project
10	Emeryville	Park Ave Overlay District Street and Landscape Improvements			\$ 28,000	\$ 17,000	Y		\$ 14,000	\$ 750,000	Reconfig. street parking; limit truck traffic; sidewalk widening to 18-20' for bike/ped safety.
11	Oakland	Rehab on Various Sts	\$ 1,573,000							\$ 1,792,000	Pavement rehab project
12	Oakland	City of Oakland-Annual St. Resurfacing (Streets to be determined)				\$ 349,000	Y			\$ 962,000	Pavement Rehab, ADA Curb Ramp install where missing, and sidewalk repair.
13	Oakland	Measure B Match for Fed STP LSR Project				\$ 278,000	Y			\$ 1,839,000	Pavement Rehab, ADA curb ramp install where missing, and all sidewalk repair where needed.
14	Oakland	Traffic Signal at the Intersection of 73rd Ave at Garfield Ave.				\$ 275,000	Y			\$ 275,000	Traffic signal install for pedestrian safety and traffic calming.
15	Oakland	City of Oakland Street Resurfacing Program						\$ 824,000		\$ 1,500,000	Pavement Rehab, ADA curb ramp install where missing, and all sidewalk repair where needed.
16	Piedmont	New Traffic Signal at Lower Grand Ave at Arroyo Ave & Rose Ave			\$ 38,000	\$ 24,000	Y		\$ 20,000	\$ 275,000	Ped x-ing safety imps.: Install traffic signal, "prepare to stop" flasher, re-striping & ramps. Funding includes CMA TIP Cycle 2 \$38,000 from Linda Ave project moved to this project.
17	ACCMA	SMART Corridor Maintenance				\$ 50,000	N/A				Operations and Management of existing SMART Corridor
PA 1 Totals:			\$ 5,055,000	\$ 2,278,000	\$ 377,000	\$ 1,421,000		\$ 1,033,000	\$ 199,000	\$ 10,938,000	

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

				Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program			
				STP Cycle 2 (\$5.7 M)		CMATIP Prog (\$3.402 M)		STP Cycle 1 Augmentation (\$3 M)			
Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	STP <sup>2</sup>	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP <sup>2</sup> Requested	CMATIP \$ Requested	Total Project Cost	Project Elements
PLANNING AREA 2											
18	Alameda County	East Ave. (E St to Windfeldt)		\$ 532,000						\$ 602,000	Pavement rehab project
19	Alameda County	East Castro Valley Blvd/ Dublin Canyon Road Pave Rehab and Bike Improvements					Y	\$ 615,000		\$ 686,000	Pave rehab and drainage imps, and imps./rehab of class III bike route. Includes PA2 and PA4 components.
20	Hayward	Hesperian Blvd - Pavement Rehab (Industrial to West Tennyson)		\$ 553,000						\$ 625,000	Pavement rehab project
21	Hayward	Industrial Blvd Pavement Rehab (Arf Ave. to W. Tennyson Rd.)				\$ 280,000	Y			\$ 318,000	Rehab of pavement and existing class III bike route.
22	Hayward	West A Street Rehab I-880 to Hathaway Ave.				\$ 16,000	Y	\$ 122,000		\$ 138,000	Rehab of pavement and existing bike lane.
23	Hayward	Hesperian Boulevard Rehab (W. Tennyson to Sleepy Hollow)				\$ 22,000	N	\$ 168,000		\$ 190,000	Pave rehab continuation of current STP Project. No bike imps, but parallel bike route on Calaroga
24	San Leandro	Washington Ave Rehabilitation		\$ 312,000				\$ 163,000		\$ 445,000	Pavement rehab ALA050026 pave rehab project augmented to include install of Class II bike lane
25	San Leandro	Floresta Blvd Street Rehabilitation (Washington Ave to Monterey Blvd)				\$ 12,000	Y	\$ 185,000		\$ 372,000	AC pavement rehab and restriping of new bike lanes.
26	ACCMA	SMART Corridor Maintenance				\$ 25,000	N/A				Operations and Management of existing SMART Corridor
PA 2 Totals:			\$ 2,946,000	\$ 1,397,000	\$ -	\$ 355,000		\$ 1,253,000	\$ -	\$ 3,376,000	

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program		Total Project Cost	Project Elements
				STP Cycle 2 (\$5.7 M)	CMATIP	CMATIP Prog (\$3.402 M)	Bike/Ped Elements (Y/N)	STP Cycle 1 Augmentation (\$3 M)			
				STP <sup>2</sup>	CMATIP	CMATIP		STP <sup>2</sup> Requested	CMA TIP \$ Requested		
<b>PLANNING AREA 3</b>											
29	Fremont	Rehab on Various Streets <sup>1</sup> (portions of Mowry, Durham, & Stevenson)		\$ 1,753,000						\$ 1,981,000	Pavement rehab project
30	Fremont	Street Overlay: portions of Bayview Dr. Walnut Ave, and Farwell Dr.				\$ 467,000	Y			\$ 475,000	Street overlay and upgrade of bike route to bike lanes on 3 streets and install of ADA ramps.
31	Fremont	Street Overlay: portions of Durham Rd. Fremont Blvd. and Stevenson Boulevard.						\$ 419,000		\$ 473,000	Street overlay and upgrade of bike route to bike lanes and install of ADA ramps.
32	Newark	Stevenson Blvd. Overlay (I-880 to Cherry St.)			\$ 151,000					\$ 200,000	Pavement rehab project
33	Newark	Pavement Overlay: Jarvis Ave (Newark Blvd- UPR tracks w. of Lido Blvd.)				\$ 99,000	Y			\$ 132,000	Pave Overlay; existing bike lanes re-striped as needed; x-walks & sidewalks upgraded as needed.
34	Newark	Haley Ave. (UPR tracks to Cedar)					Y		\$ 79,000	\$ 103,000	Pave Overlay; existing bike lanes & x-walks re-striped as needed.
35	Union City	Whipple Rd Rehabilitation (UC Blvd to Dyer St.)			\$ 241,000					\$ 272,000	Pavement rehab project
36	Union City	Pavement Rehab of B,C,D,E,7th, & 6th Sts.				\$ 151,000	Y			\$ 159,000	Pavement rehab and striping; install ADA curb ramps where missing along project streets.
37	Union City	Union City Boulevard (UCB) Pavement Rehab (Homer St. to Jean Dr.)					Y		\$ 127,000	\$ 127,000	Pavement rehab and striping; install ADA curb ramps where missing along project streets.
38	ACCMA	SMART Corridor Maintenance				\$ 17,000	N/A				Operations and Management of existing SMART Corridor
PA 3 Totals:			\$ 2,615,000	\$ 1,753,000	\$ 392,000	\$ 734,000		\$ 419,000	\$ 206,000	\$ 3,922,000	

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program		Total Project Cost	Project Elements
				STP Cycle 2 (\$5.7 M)		CMATIP Prog (\$3.402 M)		STP Cycle 1 Augmentation (\$3 M)			
				STP <sup>1</sup>	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP <sup>2</sup> Requested	CMA TIP \$ Requested		

PLANNING AREA 4

39	Alameda County	East Castro Valley Blvd/ Dublin Canyon Road Pave Rehab and Bike Improvements						See Ala. Co.'s PA2 project			Ala. Co. project is listed under PA2 and includes PA2 and PA4 components.
40	Dublin	Amador Valley Blvd Rehab and Safety			\$ 133,000	\$ 87,000	Y		\$ 69,000	\$ 386,000	Pavement rehab and restripe of vehicle lanes and existing class II bike lanes.
41	Livermore	S. Vasco Road Pavement Rehabilitation (Patterson Pass Road to Dahpne Drive)		\$ 300,000						\$ 339,000	Pavement rehab project
42	Livermore	Street Resurfacing 2007 (Streets to be determined)				\$ 178,000	Y			\$ 223,200	Annual imps including: Pavement rehab, restripe/ resurface bike lanes, install ADA curbs.
43	Livermore	East Ave Pave Rehab (Hillcrest to east of Loyola Ave)						\$ 157,000		\$ 182,000	Pave rehab continuation of current S. Vasco Rd Rehab STP Project.
44	Pleasanton	Bernal Ave (First St to Windmill Way)			\$ 232,000					\$ 232,000	Pavement rehab project
45	Pleasanton	W. Las Positas Blvd Resurface (Hopyard Rd to Hacienda Drive)				\$ 153,000	Y	\$ 135,000		\$ 481,000	SAMI Overlay; new traffic detectors; bike lanes restriped; curb, gutter & sidewalk repair where needed.
PA 4 Totals:			\$ 1,356,000	\$ 300,000	\$ 365,000	\$ 418,000		\$ 292,000	\$ 69,000	\$ 1,843,200	

Programming Totals:			\$ 11,972,000	\$ 5,728,000	\$ 1,134,000	\$ 2,928,000		\$ 2,997,000	\$ 474,000	\$ 20,079,200	
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Notes:

<sup>1</sup> Amount includes exchange funds

<sup>2</sup> Federally funded (STP) projects are required to meet requirements addressing the needs of non-motorized travel and/or travelers, and be consistent with Caltrans Deputy Directive 64.





May 16, 2005

Board Agenda Item 6.3.2  
Mtg Date: May 26, 2005

Frank R. Furger, Deputy Director  
Alameda County Congestion Management Agency  
1333 Broadway Suite 220  
Oakland, CA 94612

**Subject: Quarterly Project Monitoring Report  
2004 STIP – Locally Sponsored Projects – Alameda County  
Draft At Risk Report – April 2005**

Dear Mr. Furger:

Enclosed is the Draft At Risk Report dated April 2005. There are 19 locally sponsored STIP funded projects segregated by "zone." Red zone projects are considered at a relatively high risk of non-compliance with the timely use of funds provisions of the STIP. Some of these provisions potentially threaten the availability of the STIP funds. Yellow zone projects are considered at moderate risk, and green zone at low risk. The criteria for determining the project zone are listed in the tables. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The risk zone associated with each risk factor is indicated in the tables. Projects with multiple risk factors are listed in the zone of higher risk.

The ACCMA Project Monitoring Team requests copies of certain documents related to the required activities as proof that the deadlines have been met. Typically, the documents are first required by other agencies involved with transportation funding such as Caltrans, MTC, and the CTC, and then the Project Monitoring Team asks for copies. At the October 2004 PPC meeting, the Project Monitoring Team was instructed to request written verification from the sponsoring agency's accounting department that project expenditures were on track to meet the expenditure deadlines. Prior to October 2004 the status related to meeting the expenditure deadlines was based on any information, written or verbal, from the project manager/contact.

The information presented in the report is based on the information made available to the Project Monitoring Team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

If you have any questions regarding the enclosed report, please contact me at (510) 502-4357.

Sincerely,  
ADVANCE PROJECT DELIVERY INC.

A handwritten signature in black ink, appearing to read "J. P. O'Brien".

James P. O'Brien

Enc.

**130 Bush Street, Floor 5**

**Tel (415) 296-7908**

**San Francisco, CA 94104**

**Fax (415) 296-8343**

### Red Zone Projects

Red Zone Criteria:

Extension request pending;  
Environmental allocation deadline within four (4) months;  
PS&E allocation deadline within six (6) months;  
Right of Way allocation deadline within eight (8) months;  
Construction allocation deadline within eight (8) months;  
Construction award deadline within eight (8) months;  
Construction contract acceptance deadline within (6) months;  
and/or Expenditure deadline within eight (8) months.

Index	PP No.	Sponsor	Project Title							
		Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
No Red Zone Projects this Report										

### Yellow Zone Projects

Yellow Zone Criteria:

STIP/TIP amendment pending;  
Environmental allocation deadline within eight (8) months (within 4 months – red zone);  
PS&E allocation deadline within ten (10) months (within 6 months – red zone);  
R/W allocation deadline within twelve (12) months (within 8 months – red zone);  
Construction allocation deadline within twelve (12) months (within 8 months – red zone);  
Construction award deadline within twelve (12) months (within 8 months – red zone);  
Construction contract acceptance deadline within twelve (12) months (within 6 months – red zone); and/or  
Expenditure deadline within twelve (12) months (within 8 months – red zone).

Index	PP No.	Sponsor	Project Title							
		Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
No Yellow Zone Projects this Report										

### Green Zone Projects

Green Zone Criteria:

All conditions other than Red or Yellow Zone

Index	PP No.	Sponsor	Project Title							
		Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
1	2009A	AC Transit	Maintenance Facilities Upgrade							
		\$3,705	Con	07/08	Allocate	6/30/08	G			G
2	2009B	AC Transit	SATCOM Expansion							
		\$1,000	Con	07/08	Allocate	6/30/08	G			G

### Green Zone Projects

Green Zone Criteria:

All conditions other than Red or Yellow Zone

Index	PP No.	Sponsor	Project Title	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
3	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS	\$2,700	PS&E	06/07	Allocate	6/30/07	G		G
4	2009D	AC Transit	Bus Component Rehabilitation	\$4,500	Con	07/08	Allocate	6/30/08	G		G
5	A0157G	ACCMA	I-680 Sunol Grade Soundwalls	\$10,252	Con		Accept Contract	2/26/07	G	Awarded 2/26/04, 50% cmplt.	G
6	2009L	ACCMA	Vasco Road Safety Improvements	\$1,400	Con	08/09	Allocate	6/30/09	G		G
7	2179	ACCMA	Planning, Programming and Monitoring	\$110	Con	05/06	Allocate	6/30/06	G		G
				\$111	Con	06/07	Allocate	6/30/07	G		G
				\$111	Con	07/08	Allocate	6/30/08	G		G
				\$195	Con	08/09	Allocate	6/30/09	G		G
8	2009N	Alameda	Tinker Avenue Extension	\$4,000	Con	08/09	Allocate	6/30/09	G		G
9	2009F	BART	Lake Merritt Channel Subway Repair	\$2,000	Con	07/08	Allocate	6/30/08	G		G
10	2009G	BART	BART Stations Platform Edge Tiles	\$1,248	Con	07/08	Allocate	6/30/08	G		G
11	2103	BART	BART Oakland Airport Connector	\$10,000	R/W		Comp Expend	2/28/06	G	allocated 6/26/03 – Fed portion trans to FTA grant	G
				\$5,000	Con		Accept Contract		G	allocated 6/26/03 – Fed portion trans to FTA grant	G
				\$23,000	Con	08/09	Allocate	6/30/09	G	Note: \$10M ITIP, Con 08/09	G
12	2020	Emeryville	Emeryville Intermodal Transfer Station	\$2,110	Con	08/09	Allocate	6/30/09	G	(Note: \$4.2M ITIP in Con 08/09)	G
13	2009K	LAVTA	Satellite Bus Operating Facility	\$4,000	Con	08/09	Allocate	6/30/09	G		G
14	0115B	Livermore	Isabel Ave. Interchange, Rte. 580	\$4,000	Env		Comp. Expend	2/28/06	G	(7/12/01)20-month extension appr'd 4/8/04	G
15	2100	MTC	Planning, Programming and Monitoring	\$110	Con	05/06	Allocate	6/30/06	G		G
				\$110	Con	06/07	Allocate	6/30/07	G		G
				\$111	Con	07/08	Allocate	6/30/08	G		G

### Green Zone Projects

Green Zone Criteria:

All conditions other than Red or Yellow Zone

Index	PP No.	Sponsor	Project Title		Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
16	2100A	MTC	Planning, Programming and Monitoring								
			\$86	Con	06/07	Allocate	6/30/07	G			G
17	1022	Oakland	Rte. 880 Access at 42 <sup>nd</sup> Ave./High St., APD								
			\$3,130	R/W	07/08	Allocate	6/30/08	G			G
18	2108	Oakland	Coliseum Intercity Rail Station(RTIP)								
			\$925	Con		Accept Contract	2/20/06	G	Awarded in Feb '03		G
19	2110	Union City	Union City Intermodal Station								
			\$6,027	Con	05/06	Allocate	6/30/06	G			G
			\$4,004	Con	07/08	Allocate	6/30/08	G			G
			\$2,283	Con	08/09	Allocate	6/30/09	G			G

## Final Invoice

### Final Invoice Criteria:

Contract Acceptance documentation has been provided to the CMA;  
FTA fund transfer complete;  
Projects with other active phases are listed concurrently in the At Risk Report; and  
Projects will remain on the Final Invoice list until Final Invoice documentation has been provided to the ACCMA.

### Final Invoice Deadlines:

Final Report of Expenditures (including Final Invoice) for ENV, PSE, and RW phase is due 180 days after the end of the fiscal year in which the last expenditure occurred;  
Final Report of Expenditures (including Final Invoice) for CON phase is due 180 days after contract acceptance.

Index	PP No.	Sponsor	Project Title	Prog'd Amount (\$ x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Notes
20	0321D	AC Transit	Wheelchair Securement Retrofit	\$601	Con	01/02	Project Closeout		FTA to notify FHWA of final costs
21	1023	AC Transit	Bus Rehabilitation	\$22,425	Con	00/01	Project Closeout		FTA to notify FHWA of final costs
22	2105	AC Transit	San Pablo Avenue Corridor Bus Purchase	\$7,575	Con	00/01	Project Closeout		FTA to notify FHWA of final costs
23	2113	AC Transit	Engine/Transmission Rehab	\$658	Con	01/02	Project Closeout		FTA to notify FHWA of final costs
24	2183	Ala. County	Fruitvale Bridge Seismic Retrofit	\$975,000	PS&E		Final Invoice	12/31/04	Expenditures completed during FY 03/04.
25	2203	Albany	Buchanan/East Shore/Route 80 Interchange	\$2,250	Con	99/00	Final Invoice		
26	2113A	AC Transit	Engine/Transmission Rehab	\$628	Con	01/02	Project Closeout		FTA to notify FHWA of final costs
27	2112	BART	Advanced Automatic Train Control System	\$19,520	Con	99/00	Project Closeout		FTA to notify FHWA of final costs
28	2181	BART	BART Automatic Fair Collection (SO)	\$723	Con	99/00	Project Closeout		FTA to notify FHWA of final costs
29	1014	BART	BART Seismic Retrofit, Seg. 1A	\$10,200	Env	00/01	Final Invoice		
30	2106	BART	Fruitvale BART Parking Structure	\$5,692	Con	99/00	Final Invoice	4/25/04	
31	0053K	Berkeley	Berkeley Shoreline Bikeway	\$600	Con	99/00	Final Invoice	6/30/04	Contract accepted 12/31/03.
32	1004	Berkeley	College Avenue Rehabilitation	\$2,070	Con	00/01	Final Invoice		
33	9047	Berkeley	I-80 Bicycle/Pedestrian OC (TEA)	\$1,000	Con	99/00	Final Invoice		
34	2114	Dublin	Dublin Blvd Widening	\$1,869	Con	01/02	Final Invoice		Project Closeout underway
35	0119G	Dublin	Tassajara Rd. I/C	\$4,700	Con	01/02	Final Invoice	10/20/04	Contract accepted 4/20/04.
36	2109	Fremont	Washington Blvd. and Paseo Padre South - Grade Sep's (SO)	\$4,441	R/W		Final Invoice	12/31/04	Expenditures Comp.

### Final Invoice

**Final Invoice Criteria:**

Contract Acceptance documentation has been provided to the CMA;  
FTA fund transfer complete;  
Projects with other active phases are listed concurrently in the At Risk Report; and  
Projects will remain on the Final Invoice list until Final Invoice documentation has been provided to the ACCMA.

**Final Invoice Deadlines:**

Final Report of Expenditures (including Final Invoice) for ENV, PSE, and RW phase is due 180 days after the end of the fiscal year in which the last expenditure occurred;  
Final Report of Expenditures (including Final Invoice) for CON phase is due 180 days after contract acceptance.

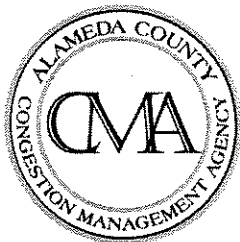
Index	PP No.	Sponsor	Project Title	Prog'd Amount (\$ x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Notes
37	1022	Oakland	Rte. 880 Access at 42 <sup>nd</sup> Ave./High St., APD	\$1,000	PS&E	00/01	Final Invoice	12/31/05	
38	2191	Oakland	Third Street Extension	\$1,135	Con	99/00	Final Invoice	Dec-2004	project completed 6/1/04
39	1013	Port	Oakland Airport Connector Guideway	\$1,142	Env	00/01	Final Invoice	12/31/05	

### Completed Projects

**Completed Criteria:**

Completed STIP projects for which Final Invoice documentation has been provided to the ACCMA; and  
FTA transfer projects reported as complete.

Index	PP No.	Sponsor	Project Title	Notes
40	1003	Alameda	Express II Ferry Refurbish	Final Invoice dated 5/29/04
41	2184	Ala. County	Center/E. Castro Valley/150th, Rehab	Final Invoice submitted in '04
42	2185	Ala. County	Stanley Boulevard Reconstruction	Final Invoice dated 1/13/03
43	2190	Livermore	Portola Ave Reconstruction	Final Invoice submitted
44	2192	Oakland	Oakland City Streets Storm Damage Repair	Final Exp. Report dated 6/30/04
45	2193	Piedmont	Piedmont City Streets Resurfacing	Final Exp. Report dated 4/4/02
46	0320E	Port	State Route 61/Langley Street Reconstruction	Final Exp. Report dated 11/25/02
47	2194	Port	Embarcadero – Clay to Franklin Rehabilitation	Final Exp. Report dated 4/21/05
48	2195	Port	Embarcadero – 5th to 16th Rehabilitation	Final Exp. Report dated 5/20/03
49	2196	San Leandro	City Streets Rehab	Final Invoice dated 9/24/01
50	2197	Union City	Union City Streets Rehabilitation	Final Exp. Report Submitted



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
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*May 26, 2005*  
*Agenda Item 6.3.3*

**Memorandum**

**Date:** May 18, 2005  
**To:** CMA Board  
**From:** Plans and Programs Committee  
**Subject:** Congestion Management Program: Guaranteed Ride Home (GRH) Evaluation

**Action Requested**

It is recommended that the Board accept the 2005 Annual Evaluation Report for the Guaranteed Ride Home Program and approve the following recommendations for next year's program:

- 1) continue operating the program as is, including marketing, employee and employer surveys and monitoring the taxi and car rental trips;
- 2) consider purchasing a database listing eligible employers, provided this is within the program budget;
- 3) consider creating a new poster and marketing materials to promote the program, provided this is within the program budget;
- 4) create and distribute new materials that help employer representatives with the instant enrollment process;
- 5) consider developing guidelines and consolidating the program for business districts with less than 100 employees, which have a primary point of contact; and
- 6) require that all non-emergency trips of 50 miles or more that are taken within the rental car hours use rental cars, if feasible, and that the project consultant also develop a method to encourage those with shifts ending after the rental car agency closes to rent a car in advance in order to reduce taxi costs.

**Next Steps**

Finalize and distribute the 2005 Program Evaluation Report.

**Discussion**

Summary of the GRH Program

The parameters of the program were established in 1998 and reviewed in 2000. A demonstration car rental program was added in 2003.

Since 1998, the Program has:

- grown from 72 to 120 registered employers, an increase of 67 percent,
- grown from 880 to 3,268 participating employees, a more than triple increase,

As the program has grown, the cost to operate the program initially increased, but has stabilized since 2001, regardless of the number of trips taken or employers and employees that are enrolled. In the first two years of the program—1998 and 1999, the Program budget was \$55,000 per year. In 2001, the budget increased to approximately \$100,000 per year and remained relatively stable since then. The program resulted in:

- *A steady number of rides being provided.* Since the program's inception in 1998, when it provided an average of 6 rides per month, the average number of rides per month has doubled, then remained relatively stable at 12 rides per month since 2001, regardless of the number registered. During the same period, the Program more than tripled its number of participants.
- *Participants making longer trips.* The average trip distance increased from 28.7 miles in 1998 to 46.2 miles in 2004, an increase of 61 percent. The average mileage continued to increase in 2004 probably due to the scattered pattern of development within and beyond the Bay Area and the high cost of housing. The average trip mileage for rental car trips was 72.5 miles, an increase from the previous year's average of 60 miles indicating increased cost savings with the rental car program.
- *Higher taxi trip costs and lower car rental costs.* The average trip cost increased from \$54.51 in 1998 to \$85.40 in 2004, a 57 percent increase. The costs increased because of longer trips, higher gas prices and increasing taxi rates. Although the overall trend has been an increase in taxi trip costs, the average trip cost decreased 10 percent from 2003 to 2004 in response to participants using the countywide rental car program, with fixed trip costs, for longer trips.
- *Less administrative effort to respond to participant questions.* While the number of participants has increased threefold since the program's inception, the use of the website on line and the relatively steady number of participants that has used the service for rides over the past four years, staff time to respond to participant questions and maintain the database has remained fairly steady.
- *Implementation of the countywide rental car program.* The countywide rental car program saved the program \$2,246 in 2004. The average trip cost reduced 10% from 2003 to 2004 with the implementation of the car rental program, even with a 19 percent increase in trip lengths (to 46.2 miles in 2004) during the same period. The cost savings can be attributed to the rental car trip flat rate of \$55 compared to \$85 per taxi cab trip.

#### Major Findings of the Evaluation

The Draft Program Evaluation, which is available on the CMA website, presents the results of the 2004 evaluation of the Program's administrative functions, statistics on employer and employee participation and trips taken, data from the annual survey of participating employees and employers, and recommendations for Program enhancements. These are summarized below:

- *Program Operating Principles:* The eligibility requirements for employers, the process of enrolling participants in the program and getting an emergency ride home, and the use limitation of 6 trips per year continues to be appropriate. Many large employers in the County have yet to be contacted. None of the program participants took more than 5 rides in 2004, under the 6 ride limit. The Program allows participating employees to live up to 100 miles away from their worksite. Of the 966 rides provided since the beginning of the Program, the average trip distance



has gone from 28.7 miles at the program's inception to 46.2 miles in 2004. Commute distances in the GRH program are generally 50 miles or less (88%); more than half are 11 to 35 miles.

- *Marketing and Promotions:* Less marketing and outreach was done in 2004 because of the ability to co-market with other entities, such as RIDES.

- *Employer and Employee Participation:*

-The total number of employers and employees has increased every year of the program, with a slight dip in 2003, when the number of employers declined, reflecting a downturn in the economy.

-The most common trip origins are Oakland and Pleasanton. The most common trip destinations are Oakland and Manteca, followed by Modesto, San Francisco and Vacaville. By county the most common trip destination is Alameda, followed by San Joaquin, Contra Costa, and Solano.

-The most popular mode is carpool or vanpool. Modal split is shown below:

- Carpool or vanpool: 63 percent
- BART/ACE: 20 percent
- Bus: 16 percent
- Bicycle: 1 percent
- Ferry and walk: Less than 1 percent

- *Employee Survey:* Of 3,268 surveys sent to participants, 658 were returned (a 20 percent response rate). Of these, 622, or 95 percent, were completed on line, for the second year. This represents a 22 percent increase in surveys completed on line since the previous year. The response rate has increased slightly overall since it was first available on line because of its convenience, with an increase in 2003 and a slight dip in 2004. According to survey response:

-65 percent reported that the GRH Program encourages them to use an alternative mode to commute to work;

-13 percent reported they would not continue to use an alternative mode if the Program was not available;

- Most (70% each) program participants travel to work during peak commutes hours when the impact on congestion and air quality is the greatest;

- Of the 18 countywide rental car rides taken in 2004, all participants were very pleased with the service. Participants also appreciated the greater flexibility in travel afforded by a rental car.

- In ranking administrative functions of the program, the majority of passengers said it was either "good" or "excellent". This is consistent with previous years' satisfaction with the GRH program service. However, wait time for a taxi was slightly longer than stipulated in the contract.

*Employer Survey:* This year's Program Evaluation represents the first time the employer representatives were surveyed. Of 120 surveys distributed, 44 were returned, representing a 37% response rate.

-79% of respondents reported that participation in the program encourages more alternative mode use. This is consistent with the employee survey.

-70% reported they provide transportation subsidy programs, showing that most participating companies are actively promoting alternative mode use through GRH as well as other programs.

-51% of respondents stated they would not participate in the program if an annual fee were charged. 19% reported they would continue with the program if a fee were charged.

-Nearly 75% of the employer representatives have been with the program for one year or longer, demonstrating some continuity and satisfaction with the program.

-98% of the employer representatives stated that their GRH workload is manageable or they could do more work with the program, indicating that program administration for employer contacts is minimal.

-Instant Enrollment Process (same day registration): 77% of the employer contacts have not used this process. Most who used it did understand it, however, 27% reported they did not fully understand it, indicating a need to provide more concise and detailed instructions for the employers.

-Customer service ratings from employers were very high.

#### Program Recommendations/Next Steps

Based on the results of the GRH evaluation, the following recommendations are made:

- *Continue Operating the Program as is*, including marketing, employee and employer surveys and monitoring taxi and car rental program, to ensure its continued efficiency and success;
- *Consider Purchasing a Database* listing eligible employers that are not yet enrolled and contacting them to encourage continued expanded enrollment in the Program, provided this is within the program budget;
- *Consider Creating a New Poster and Marketing Materials to Promote the Program.*  
A new poster with pull-off attached brochures may be one way of increasing employee participation at registered companies. It would be valuable to evaluate the cost effectiveness of designing and printing new posters and materials to recruit employee registrants and determine if this is a productive use of funds,
- *Create and distribute new materials that help employer representatives with the instant enrollment process.* Results from the employer survey showed some inexperience with the instant enrollment process. A new informational flyer or memo will be distributed to employers explaining the step-by-step process of instant enrollments.
- *Develop guidelines and consider consolidating program for business district with less than 100 employees, which have a primary point of contact.* Employer organizations outside of business parks have requested special status to allow businesses with less than 100 employees to register for GRH. We will develop guidelines to allow these organizations access to GRH, and consider consolidating the program for business districts with less than 100 employees, providing that it is within the program budget,
- *Require that all non-emergency trips of 50 miles or more that are taken within the rental car hours use rental cars.* Program costs would be reduced with more use of the car rentals,

particularly for non-emergency trips that exceed 50 miles. The project consultant should also develop a method to encourage those with shifts ending after the rental car agency closes to rent a car in advance in order to reduce taxi costs.

Alameda County  
Congestion Management Agency

ALAMEDA COUNTY CMA

**GUARANTEED**

**RIDE  
HOME**



# Program Evaluation

**MAY 2005**

**Nelson|Nygaard**  
consulting associates

# **Executive Summary**

## **Introduction**

The Alameda County Congestion Management Agency (CMA) Guaranteed Ride Home (GRH) Program has been in operation since April 9, 1998. This report presents the results of the sixth annual program evaluation and covers program operations during 2004 including comparison with previous years. The evaluation provides information about:

1. The effectiveness of the program's administration;
2. Statistics on employer and employee participation and trips taken;
3. The program's success in causing an increase in the use of alternative modes; and
4. Recommendations about any area(s) that need modification or expansion.

This executive summary includes a program description, overview of historical trends, summary of major findings of the evaluation, and program recommendations.

## **Program Description**

The Alameda County CMA Guaranteed Ride Home Program is sponsored by the Alameda County Congestion Management Agency (CMA) and is funded with Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District.

The GRH Program provides a "guaranteed ride home" to any registered employee working for a participating employer in cases of emergency on days the employee has used an alternative mode of transportation to get to work. Alternative modes include: carpools, vanpools, bus, train, ferry, walking and bicycling. Participating employers must have at least 100 employees at worksites located in Alameda County. As of December 31, 2004, 120 employers and 3,268 employees were registered with the program.

The objective of the program is to maximize modal shift from driving alone to commute alternatives including transit, carpools, vanpools, bicycling and walking. Based on this stated objective, the program can be considered a success. Each year of operation, the program has seen an increase in the number of participants who use alternative modes and an increase in the frequency with which they use alternative modes.

## **Historical Trends**

The Guaranteed Ride Home Program began as a demonstration program in 1998. Over the course of the last seven years, GRH has grown into a smoothly operating program with 120 registered employers, nearly 3,300 registered employees, and about 145 trips provided each year.

Seventy-two (72) employers registered with the program during the initial six-month demonstration period. Another 28 registered during the 1999 operating year, and 19 registered during the 2000 operating year. In 2001 and 2002, 13 and 12 new employers joined the program, respectively. In 2003, fourteen employers registered. Sixteen (16) new employers registered in 2004. The program now has a total of 120 participating employers.

During the initial six-month demonstration period, about 880 employees joined the Guaranteed Ride Home Program. Another 794 joined during the 1999 operating year, and 591 in the 2000 operating year. In 2001 and 2002, 494 and 525 new employees joined, respectively. In 2003, the number of new employees registered was 710. In 2004, 543 new employees registered, down from 2003, but a slight increase over 2001 and 2002. The program now has nearly 3,300 registered employees.

A total of 966 trips have been provided from the time of the Program's inception through the end of 2004. During the 2004 operating year, 141 trips were taken, consistent with recent years (148 in 2001, 144 in 2002 and 149 in 2003). Most registered employees (89%) never take a trip. Of those who have taken trips, the vast majority (79%) have taken only one or two trips. This demonstrates the "insurance" nature of the program.

Based on the fact that each registered participant may take up to six trips in a one-year period, the rate that guaranteed rides are taken is very low. For example, at the end of 2004, there were a total of 19,608 potential rides based on a total enrollment of 3,268 employees. However, only 141 trips were actually needed that year (less than 1% of potential trips).

Figure ES-1 illustrates some key historical trends for the Guaranteed Ride Home Program.

Figure ES-1 Guaranteed Ride Home Program Historical Trends

Trend	1998	1999	2000	2001	2002	2003	2004
<b>Program Participants<sup>2</sup></b>							
Total Number of Employers	72	100	119	132	127	110	120
New Employers Registered	72	28	19	13	12	14	16
Total Number of Employees	880	1,674	2,265	2,759	2,664	2,785	3,268
New Employees Registered	880	794	591	494	525	710	543
<b>Trip Statistics</b>							
Total Number of Trips Taken(Taxi and Rental Car Trips)	57	156	168	148	144	149	141
Total Number of Rental Car Trips					8	10	18
Average Trips per Month	6.3	13	14	12.3	12	12.4	11.8
Average Trip Distance (miles)	28.7	36.2	37.8	42.5	42.9	45.2	46.2
Average Taxi Trip Cost	\$54.51	\$64.29	\$69.73	\$86.37	\$88.07	\$94.19	\$85.40
<b>Survey Results</b>							
Number of Surveys Collected	215	350	270	346	517	619	658
Survey Response Rate	N/A	21%	12%	12%	19%	22%	20%
Percent Who Would Not Use an Alternative Mode Without GRH	15%	16%	19%	19%	34%	41%	47%
Increase in the Percent of Those Using Alternative Modes Four or More Times a Week	N/A	10%	15%	8%	15%	17%	14%
Number of Single Occupancy Vehicle Trips Reduced per week by GRH					3,768	3,946	3,774

1 The Program began in April 1998

2 The number of new employees and employers registered is actually higher than shown in the table.

Some employers and employees have been deleted from the database due to job changes and employers going out of business. The numbers shown in the table are based on those currently registered in the database.

## **Major Findings of the Evaluation**

The program evaluation consisted of an examination of the program's administrative functions, statistics on employer and employee participation and use, data from the surveys of participating employees, and recommendations for program changes and enhancements. The following sections present the major findings from the evaluation.

### **Program Administration**

#### **Program Operating Principles**

- To be eligible for the program, employers must have 100 or more employees. While some large employers throughout the county have not yet been contacted, it may be appropriate to review and evaluate this eligibility requirement in the coming year since there are several employers with less than 100 employees who have expressed an interest in participating in the program. The process of enrolling and getting an emergency ride home continues to work smoothly.
- The use limitation of six trips per year continues to be appropriate. Very few program participants reach the limit. No one in 2004 reached the limit of six trips.
- The rental car demonstration program was successfully implemented in October 2002 in the Tri-Valley area (Dublin, Livermore and Pleasanton), and county wide in April 2004. The program realized an estimated savings of \$2,246 on ride costs in 2004, and participants who used rental cars were pleased with the flexibility and convenience of this new option.

#### **Marketing and Promotions**

- Approximately one-tenth of program resources are dedicated to marketing and promotion. This time is spent marketing both to employers and their employees in the form of making calls, distributing flyers, and giving presentations and events. The program has sought to leverage these resources by relying on participating employers to promote the GRH Program internally, and by seeking co-marketing opportunities with local transit agencies and with organizations that promote commute alternatives. In 2004, the program focused on increasing exposure of GRH by attending more events such as Oakland CarFree Day and the Hacienda Business Park Commuter Fair.
- The availability of the marketing materials in electronic format continues to be a useful and inexpensive tool for promoting the program.



## **Employer and Employee Participation**

### **Employer and Employee Registrations**

- Both the number of new employers and new employees increased in 2004. As of December 31, 2004, 120 employers and 3,268 employees were registered.
- North and east Alameda County continue to be the areas with the most employers enrolled in the program. A large percentage of registered employers are located in Pleasanton, partly because of the concentration of employers in the Hacienda Business Park (where all employers are eligible regardless of size because of their location in the business park which includes over 400 employers).

### **Trips Taken**

- Through 2004, a total of 966 trips (930 taxi trips and 36 rental car trips) have been taken. 141 trips were taken during the 2004 calendar year for an average of 11.8 trips per month. The number of trips taken in 2004 was consistent with recent years.
- Eighty-nine percent (89%) of the employees enrolled have never taken a trip. Of the 469 employees who have taken a trip since program inception (1998), 79% have taken only one or two rides.
- Unscheduled overtime was the most common reason for taking a trip in 2004 (23% of trips), followed by personal illness (18%).
- Those who carpool or vanpool are more likely to use a guaranteed ride home trip than those who use other alternative commute modes. Sixty-three percent (63%) of guaranteed rides home were used by car- and vanpoolers.
- The average trip distance has increased every year of the program. The average trip distance for all trips in 2004 was 46.2 miles. The average trip distance for rental car trips only was 107.9 miles. This indicates an even greater cost saving from the rental car program because the cost to rent a car is fixed while taxi rides cost more for longer trips.
- The average taxi trip cost decreased in 2004 for the first time since the inception of the program. This is probably due to the increased use of the rental car program for longer trips. The average taxi trip cost in 2004 was \$85.40.
- The cost of a rental car trip is \$55.00. It is estimated that the use of rental cars in 2004 saved \$2,246 in trip costs.

### **Employee Commute Patterns**

- The most common trip-origin cities are Pleasanton and Oakland. The most common trip-destination cities are Oakland, Manteca and Tracy.
- The most common trip destination county is Alameda County, followed by San Joaquin, Contra Costa and Solano Counties.

## **Employee Survey**

The 2004 survey was distributed and completed primarily online. We attempted to contact all employer representatives (some were non-responsive despite repeated attempts) to request their assistance with the distribution of the survey. When employers were not available or by special request, we contacted employees with the survey directly. Of the 3,268 employees currently enrolled in the program, 658 surveys were completed, resulting in a 20% response rate. Of them, 95% of the surveys were completed online. The respondents represent 44 different participating employers. Both employer and employee participation has increased this year probably due to the ease of completing the survey electronically.

### **Use of Alternative Modes**

The Guaranteed Ride Home Program continues to be successful in encouraging the use of alternative modes. According to 2004 survey responses:

- When asked how important GRH was in their decision to stop driving alone, 68% of responded who used to drive alone said that it was at least somewhat important. Most, 65%, of all respondents reported that the GRH program encourages them to use alternative modes more days than they would otherwise. If the GRH Program were not available, the majority (53%) reported that they would continue to use an alternative mode.
- The survey asked respondents how they traveled to work at present and before they registered for the GRH program. Both before and after the program, the most common modes were BART, driving alone, and carpooling. Twenty seven percent (27%) reported that they had reduced the number of days they drove alone to work by an average of 3.3 days per week per registrant.
- Using these survey findings, we are able to extrapolate the impact of the program on travel behavior of all participants. The program reduces 3,774 single-occupancy vehicle (SOV) trips per week. This is equivalent to 196,248 drive-alone one way trips per year.<sup>1</sup>

### **Other Commute Characteristics**

- Commute distances are generally 50 miles or less (88%). Half (52%) are between 11 and 35 miles.
- Most (70% each) program participants travel to work during peak commutes hours of 7-9 AM.
- About half (51%) of respondents drive alone to access their primary commute mode of transit or ridesharing.

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<sup>1</sup> This is based on program enrollment as of December 2004.

## **Customer Service Ratings**

The survey includes two questions to evaluate participant's level of satisfaction with the customer service provided in the program. Additional information on service satisfaction is collected in the survey participants return after they have taken a ride.

- The administrative functions of the GRH Program continue to receive very high ratings for the quality of customer service, consistent with previous years' evaluations.
- Passengers were very positive in their evaluation of the transportation services provided through GRH. However, wait time for a taxi was slightly longer than stipulated in the contract (77% waiting 15 minutes or less – it should be 80% – and 5% waiting longer than 30 minutes – it should be none).

## **Employer Survey**

The 2004 program evaluation includes the first survey of employer representatives. The survey was distributed and completed by mail. We tried to differentiate the employer survey from the employee survey to lessen the confusion for the employer contacts. Of the 120 employers currently enrolled in the program, 44 surveys were completed, resulting in a 37% response rate.

## **Use of Alternative Modes**

Employer contacts were asked whether the program made a difference in employee's commute patterns and if their company would participate if an annual fee were charged.

- When asked how important GRH was in encouraging employees to use alternative modes, 79% of employers stated that participation in the program increases alternative mode usage at their worksite.
- The survey asked respondents if their company offered additional commuter benefits to employees. More than two-thirds (70%) reported that they do provide other transportation subsidy programs. The results show that most participating companies are actively promoting alternative mode.
- Based on survey findings, just over half of respondents stated that they would not participate in the program if an annual fee were charged. About one-third (30%) of employer representatives reported that they were not sure and that they would have to discuss with management.

## **Program Management**

- The survey asked respondents how long they have managed the program for their company. Nearly 75% have been with GRH for one or more years. When asked about the workload that GRH presents, employers overwhelmingly (98%) reported that their workload was manageable or they have time to do more.
- The survey results showed that employer contacts may need better information and instructions for using instant enrollment vouchers. About one-quarter (27%) of the respondents reported that they did not understand the instant enrollment process. In addition, 77% stated that they have never issued an instant enrollment voucher.

## **Customer Service Ratings**

The survey includes two questions to evaluate the employer representatives' level of satisfaction with the customer service provided in the program.

- "Clarity of information" provided by program staff received very high ratings. When asked about the hotline assistance they received, 56% of the respondents stated that they received "good" or "excellent" service and 44% reported that they "did not know".

## **Recommendations**

### **Ongoing Program Operations**

#### **1. Continue to implement a comprehensive marketing approach.**

In 2005, marketing efforts will focus on 1) co-marketing with other programs promoting commute alternatives, such as RIDES and 511.org; 2) direct marketing to employers (through RIDES or directly to employers from a list); 3) maximizing program exposure via the internet and other media; and 4) maintenance marketing and outreach activities directed to inactive (or minimally active) employers throughout Alameda County. Following is a further explanation of some of these efforts:

- **Continue co-marketing efforts with other organizations that promote commute alternatives.**

The GRH Program will continue to focus on building partnerships with other organizations that promote commute alternatives, including RIDES, local transit agencies, vanpool providers and commute benefit providers (such as Commuter Check).

- **Contact inactive, or minimally active, employers who are already enrolled.**

We will also continue to contact employers with very few or no registered employees in order to increase employee enrollment among those employees who are already eligible for the program. These outreach efforts will also help staff identify those employers who are no longer interested in participating in the GRH program.

- **Continue administering an annual Employer Survey.**

The 2004 survey provided beneficial data about the program from the company's perspective. An annual survey of employers will be a helpful tool in gaining information regarding marketing and customer service.

- **Continue to attend and participate in commuter fairs and related events.**

We will continue to work with regional organizations and Alameda County employers to stay abreast of the various commuter oriented events in the area. These efforts have proven to be one of the most effective methods of registering new employees and employers. It is important to become involved as we not only attract new participants, but as was the case with Oakland CarFree Day, we can receive free media coverage.

**2. Evaluate the impact of expanding the rental car program countywide.**

The evaluation of the rental car program is displayed in Chapter 3. We will conduct a similar evaluation of the countywide program in the 2005 program evaluation report. We will also monitor rental car usage for non-emergency trips and make recommendations to increase its usage to reduce taxi costs.

## **2005 Recommendations**

**1. Consider purchasing a database listing of eligible employers**

In an effort to increase employer enrollment, the program should purchase a business listing of all employers with 100+ workers in Alameda County, provided the list is within the budget of the program.

**2. Require that all non-emergency trips of 50 miles or more (during Enterprise's business hours) use the rental car service.**

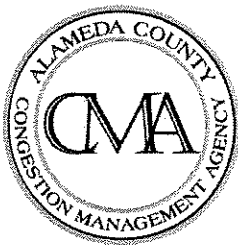
In an effort to reduce taxi costs, the program should consider implementing a mileage restriction for non-emergency trips. The program currently encourages all participants to use the rental car service for trips over 20 miles, but there is no method of enforcement. In addition to requiring 50+ mile trips to use the rental car service, the program will also encourage participants working non-traditional shifts to plan ahead to reserve a car during Enterprise's operating hours.

**3. Consider developing guidelines and consolidating program for business districts.**

Employer organizations outside of business parks have requested special status to allow businesses with less than 100 employees to register for GRH. We will consider developing new guidelines to allow these organizations access to GRH providing that it is within the program budget.

**4. Consider having a new poster and marketing materials to promote the program.**

Employers occasionally request the new marketing materials to promote GRH to their employees. A new poster with pull-off attached brochures might be one way of increasing employee participation at currently registered companies. In addition, a new informational flyer explaining the instant enrollment process would be helpful for employer representatives. The program should evaluate the cost effectiveness of designing and printing new posters and materials to recruit employee registrants.



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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*May 26, 2005  
Agenda Item 6.4.1*

**Date:** May 18, 2005  
**To:** CMA Board  
**From:** Administration and Legislation Committee  
**Subject:** Countywide Bicycle Plan Update

**Action Requested:**

The update of the Countywide Bicycle Plan is estimated to cost \$50,000. Funding for the update will be provided from a combination of ACTIA and TDA Article 3. It is recommended that the Board adopt Resolution 05-12 authorizing the Executive Director: (1) to execute all necessary funding agreements with ACTIA; (2) to execute all necessary funding agreements with MTC for the TDA Article 3 funds; and (3) execute all necessary agreements with consultants for the preparation of the update.

**Next Steps**

ACTIA has approved the funds, therefore, CMA will begin to execute the contract with them. MTC is expected to act on Alameda County's recommendation this summer for TDA Article 3 funds. The consultants will begin work on the Plan Update after MTC approves the TDA Article 3 funds.

**Discussion:**

The Countywide Bicycle Plan was last updated in 2001. The Bicycle Plan Update will include an update of the existing network with modifications for future facilities and will revisit the list of high priority projects. The update will be coordinated with the preparation of ACTIA's Pedestrian Plan.

RESOLUTION 05-12

Request to the Metropolitan Transportation Commission (MTC) for the allocation of fiscal year 2005-2006 Transportation Development Act Article 3 Pedestrian/Bicycle project funding and to Alameda County Transportation Improvement Authority (ACTIA) for Bicycle/Pedestrian Measure B Bicycle/Pedestrian project funding

**WHEREAS**, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

**WHEREAS**, MTC Resolution No. 875, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

**WHEREAS**, the Alameda County Congestion Management Agency desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists;

**WHEREAS**, voters of Alameda County approved the Measure B transportation sales tax in 1986, which included transportation improvements throughout the county and created the Alameda County Transportation Authority (ACTA); and

**WHEREAS**, voters of Alameda County approved the reauthorization of the Measure B Transportation Sales Tax in 2000, authorizing the Alameda County Transportation Improvement Authority (ACTIA) to administer an expenditure plan which includes funding bicycle and pedestrian safety with 5% of net revenues. 75% of this funding is designated as local funding, and 25% is reserved for regional planning and regional projects, including preparation of master plans, design support services to local agencies, funding for a Countywide Bicycle and Pedestrian Coordinator, and funding for high priority regional capital projects identified in the Countywide Bicycle Plan.

**WHEREAS**, ACTIA has approved funding a grant for \$30,000 to update the Countywide Bicycle Plan for Alameda County;

**NOW, THEREFORE BE IT RESOLVED**, that the Alameda County Congestion Management Agency (ACCMA) declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and



**BE IT FURTHER RESOLVED**, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the Alameda County Congestion Management Agency to carry out the project; and

**BE IT FURTHER RESOLVED**, that the Alameda County Congestion Management Agency attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

**BE IT FURTHER RESOLVED**, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Alameda County for submission to MTC as part of the countywide coordinated TDA Article 3 claim; and

**BE IT FURTHER RESOLVED**, that the ACCMA authorizes the Executive Director to execute any necessary fund transfer agreements related to this programming with MTC and ACTIA; and

**BE IT FURTHER RESOLVED**, that the ACCMA authorizes the Executive Director to execute all necessary agreements with consultants for the preparation of the Countywide Bicycle Plan update.

**DULY PASSED AND ADOPTED** by the ACCMA at the regular ACCMA Board meeting held on Thursday, May 26, 2005 in Oakland California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

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Larry Reid, Chairperson

ATTEST:

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Christina Muller, Board Secretary

Resolution No.  
Attachment A

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2005-2006 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

**Findings**

Page 1 of 1

1. That the Alameda County Congestion Management Agency is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the Alameda County Congestion Management Agency legally impeded from undertaking the project(s) described in "Attachment B" of this resolution.
2. That the Alameda County Congestion Management Agency has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the Alameda County Congestion Management Agency within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in Attachment B that is a "Class I Bikeway," meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project(s) described in Attachment B are ready to commence implementation during the fiscal year of the requested allocation.

11. That the Alameda County Congestion Management Agency agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

Resolution No.  
Attachment B  
page 1 of 2

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2005-06      Applicant: Alameda County Congestion Management Agency

Contact person: Jean Hart

Mailing Address: 1333 Broadway, Suite 220, Oakland, CA 94612

E-Mail Address: jhart@accma.ca.gov      Telephone: 510.836.2560

Secondary Contact (in event primary not available): Beth Walukas

E-Mail Address: bwalkuas@sbcglobal.net      Telephone: 415.482.0991

**Short Title Description of Project: Countywide Bicycle Plan update**

Amount of claim: \$20,000

**Functional Description of Project:**

The Alameda County Congestion Management Agency (ACCMA) proposes to do a focused update of the Countywide Bicycle Plan. The following sections of the Countywide Plan will be updated: Chapter 3- Proposed Facility Improvements; Chapter 5 – Implementation Plan; Appendix C-3 – Description of Cross-County Corridors; and Appendix E – Cost Breakdown By Project, Summary of Cost Estimates, Priority Screening of Capital Projects, and High Priority Projects. The Executive Summary will also be updated and comparisons to MTC's Regional Bicycle Plan and the Countywide Pedestrian Plan will be added, as appropriate. The existing Countywide Bicycle Plan, adopted by the ACCMA Board in July 2001, was developed in conjunction with the 14 local jurisdictions including Alameda County, and ABAG, MTC, ACTA/ACTIA, Caltrans, East Bay Regional Park District, LAVTA, BART, AC Transit and the East Bay Bicycle Coalition. It consists of 492 miles of facilities comprising eighteen cross-county corridors and ten EBRPD trails that parallel segments of on-street routes for a total capital project implementation cost of \$190 million. While 49 miles of facilities have been constructed since July 2001, the Plan's maps and appendices need to be updated to reflect new, completed, and deleted projects, gaps in the network, and modified alignments. The maps will be updated to be more readable and user-friendly to the general public and public agencies that use them to implement the Plan. The ACCMA also wants the ability to update the maps as projects are completed. The list of High Priority projects will be reduced to provide a fiscally constrained list of projects and project costs will be updated. There are a number of policies/procedures that need to be clarified in the Plan including developing an amendment process to accommodate minor changes and/or substitution of projects between updates, and clarifying bike/transit interface and access to transit hubs.

**Financial Plan:**

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

**Project Elements:** Planning

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		20,000			20,000
list all other sources:					
1. Measure B		30,000			30,000
<b>Totals</b>		50,000			50,000

Project Eligibility:	YES?/NO
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	Yes – May 25, 2005
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	Yes, 2001 Countywide Bicycle Plan
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California	N/A

Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	N/A
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) _____	Yes – January 20C
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	N/A

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AMENDED IN SENATE APRIL 12, 2005

**SENATE BILL**

**No. 275**

**Introduced by Senator Torlakson**

February 16, 2005

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An act to add Section 87 to the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 275, as amended, Torlakson. Transportation needs assessment.

Existing law creates the California Transportation Commission and makes it responsible for programming and allocating funds for the construction of transportation projects in the state.

This bill would require the commission, working with the Department of Transportation *and regional transportation planning agencies*, to submit *on or before June 30* ~~June 30~~ *October 1*, 2006, a 10-year needs assessment to the Legislature on the state's transportation system.

Vote: ☐majority. Appropriation: ☐no. Fiscal committee: ☐yes.  
State ☐mandated local program: ☐no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. ☐The Legislature finds and declares the  
2 following:  
3 (a) ☐California has 15,234 miles of state highways, 71,151  
4 miles of city streets, 65,872 miles of county roads, and 12,364  
5 state-owned bridges and other structures.  
6 (b) ☐More than 95 percent of these roadways are over 20 years  
7 old and require significant maintenance and rehabilitation to keep  
8 them in safe condition and prevent accidents and damage to  
9 vehicles.

☐

1 (c) Combined, these factors result in California being unable  
2 to keep up with the maintenance and rehabilitation needs of its  
3 transportation system, and the state has virtually no additional  
4 money available to address California's ever-growing traffic  
5 congestion problems. In December 2004, the California  
6 Transportation Commission's annual report to the Legislature  
7 stated that "California's transportation program is in crisis and on  
8 the verge of collapse."

9 (d) Because of inflation and increased fuel economy in value  
10 per vehicle mile traveled, the purchasing power of California's  
11 fuel tax, currently at 18 cents (\$0.18) per gallon, is only 40  
12 percent of its power in the 1970's when the tax was seven cents  
13 (\$0.07) per gallon.

14 (e) At the same time that the purchasing power of the fuel tax  
15 has decreased, California has, due to this and other factors, been  
16 unable to keep pace with the need to expand the capacity of its  
17 roadway system. In the last 20 years, the state's population has  
18 increased by 50 percent, and vehicle miles traveled have  
19 increased by 100 percent, but the capacity of the roadway system  
20 has only increased by 8 percent.

21 (f) There are many parts of the state where due to the intensity  
22 of development and the size of the freeway systems already  
23 created, no reasonable method exists to expand the capacity of  
24 the roadway system to accommodate increased traffic. In these  
25 areas, the only way to mitigate increased traffic congestion is  
26 through alternative transportation mobility options, such as  
27 public transportation and other ways that provide people with  
28 alternative transportation methods to private vehicles.

29 (g) It is in the best interests of the people of the State of  
30 California for an assessment to be prepared of the state's  
31 transportation system.

32 SEC. 2. Section 87 is added to the Streets and Highways  
33 Code, to read:

34 87.(a) Notwithstanding Section 7550.5 of the Government  
35 Code, the commission, working with the department and the  
36 state's regional transportation planning agencies, shall produce  
37 and submit ~~before June 30, 2006~~ *on or before October 1, 2006*, to  
38 the Senate Committee on Transportation and Housing and the  
39 Assembly Committee on Transportation, and to the President pro



- 1 Tempore of the Senate *and the Speaker of the Assembly*, a  
2 10-year needs assessment of the state's transportation system.  
3 (b) The assessment shall include all of the following:  
4 (1) The unfunded rehabilitation and operations needs for the  
5 state highway system ~~and local streets and roads for the state's~~  
6 ~~intercity rail programs, and for, local streets and roads, the~~  
7 ~~state's intercity rail program, and~~ urban, commuter, and regional  
8 transit systems, including ferry systems, over the next 10 years.  
9 (2) High-priority projects that are expected to reduce  
10 congestion and provide economic and environmental benefits to  
11 the state that should be advanced for completion as expeditiously  
12 as possible.  
13 (3) A workload projection and staffing estimate necessary for  
14 the department to perform the project support work required to  
15 complete the projects contained in the assessment.  
16 (4) Measures to be instituted by the department to ensure that  
17 the projects contained in the assessment can be delivered in a  
18 timely and cost-effective manner.  
19 (5) *Recommendations by the commission as to how the state*  
20 *and local transportation agencies may address the transportation*  
21 *funding shortfalls and unmet needs contained in the assessment.*

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**SENATE BILL**

**No. 1020**

**Introduced by Senator Migden**

February 22, 2005

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An act to amend Section 29530 of the Government Code, and to add Section 7203.25 to the Revenue and Taxation Code, relating to local government finance.

LEGISLATIVE COUNSEL'S DIGEST

SB 1020, as introduced, Migden. County sales and use taxes: rate increase

The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns Law) authorizes a county and a city and county to impose a local sales and use tax, and similarly authorizes a city, located within a county imposing such a tax rate, to impose a local sales tax rate that is credited against the county rate. Existing law requires a city, county, or city and county imposing a local sales and use tax pursuant to the Bradley-Burns Law to contract with the State Board of Equalization to administer the local sales and use tax. Existing law authorizes a county or city and county to contract with the State Board of Equalization to establish a local transportation fund in the county treasury for the deposit of  $\frac{1}{4}$  of 1% of the revenues collected for the county or city and county under the Bradley-Burns Law for specified transportation purposes.

This bill would authorize a county or city and county to impose an additional  $\frac{1}{4}$  of 1% sales and use tax rate under the Bradley-Burns Law. This bill would require a county or city and county that imposes this additional rate to deposit all revenues derived therefrom, less specified administrative costs, into a local transportation fund, as specified. This bill would also require a county or a city and county that imposes this additional tax to comply with the applicable

voter-approval requirements of a specified provision of the California Constitution.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 29530 of the Government Code is  
2 amended to read:

3 29530. (a) If the board of supervisors so agrees by contract  
4 with the State Board of Equalization, the board of supervisors  
5 shall establish a local transportation fund in the county treasury  
6 and shall deposit in the fund all revenues transmitted to the  
7 county by the State Board of Equalization under Section 7204 of  
8 the Revenue and Taxation Code, which are derived from that  
9 portion of the taxes imposed by the county at a rate in excess of 1  
10 percent, and on and after July 1, 2004, until the rate  
11 modifications in subdivision (a) of Section 7203.1 of the  
12 Revenue and Taxation Code cease to apply, at a rate in excess of  
13 three-quarters of 1 percent, pursuant to Part 1.5 (commencing  
14 with Section 7200) of Division 2 of that code, less an allocation  
15 of the cost of the services of the State Board of Equalization in  
16 administering the sales and use tax ordinance related to the rate  
17 in excess of 1 percent, and on and after July 1, 2004, until the  
18 rate modifications in subdivision (a) of Section 7203.1 of the  
19 Revenue and Taxation Code cease to apply, to the rate in excess  
20 of three-quarters of 1 percent, and of the Director of  
21 Transportation and the Controller in administering the  
22 responsibilities assigned to him or her in Chapter 4 (commencing  
23 with Section 99200) of Part 11 of Division 10 of the Public  
24 Utilities Code.

25 (b) (1) *The board of supervisors of a county or city and*  
26 *county that imposes a tax pursuant to Section 7203.25 of the*  
27 *Revenue and Taxation Code shall contract with the State Board*  
28 *of Equalization to establish a local transportation fund in the*  
29 *county or city and county treasury, and shall deposit in the fund*  
30 *all revenues transmitted to the county or city and county by the*  
31 *State Board of Equalization under Section 7204 of the Revenue*  
32 *and Taxation Code that are derived from that portion of the taxes*  
33 *imposed by the county or city and county under Section 7203.25*

1 of the Revenue and Taxation Code, less an allocation of the cost  
2 of the services of the State Board of Equalization in  
3 administering the sales and use tax ordinance related to that rate  
4 and the Director of Transportation and the Controller in  
5 administering the responsibilities assigned to him or her in  
6 Chapter 4 (commencing with Section 99200) of Part 11 of  
7 Division 10 of the Public Utilities Code.

8 (2) The board of supervisors of a county or city and county  
9 that has established a local transportation fund under  
10 subdivision (a) is deemed to have established the local  
11 transportation fund described in paragraph (1). The board of  
12 supervisors shall deposit into that fund all revenues described in  
13 paragraph (1).

14 (c) Any interest or other income earned by investment or  
15 otherwise of the local transportation fund shall accrue to and be  
16 a part of the fund.

17 SEC. 2. Section 7203.25 is added to the Revenue and  
18 Taxation Code, to read:

19 7203.25. (a) Notwithstanding any other provision of law, on  
20 and after January 1, 2006, a county and a city and county may,  
21 for the purposes specified in subdivision (b) of Section 29530 of  
22 the Government Code, impose a sales and use tax rate of  
23 one-quarter of 1 percent, in addition to the rates authorized by  
24 Sections 7202 and 7203, for the privilege of selling tangible  
25 personal property at retail in the county or city and county, and  
26 upon the storage, use or other consumption in the county or city  
27 and county of tangible personal property purchased from any  
28 retailer for storage, use or other consumption in the county or  
29 city and county.

30 (b) A county and city and county that imposes a tax pursuant  
31 to subdivision (a) shall comply with both of the following:

32 (1) All other applicable provisions of this part.

33 (2) The applicable voter-approval requirements of Section 2 of  
34 Article XIII C of the California Constitution when the county or  
35 city and county imposes, extends, or increases the tax authorized  
36 by this section.

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AMENDED IN ASSEMBLY MAY 3, 2005

AMENDED IN ASSEMBLY APRIL 18, 2005

CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

**ASSEMBLY BILL**

**No. 850**

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**Introduced by Assembly Member Canciamilla**  
**(Principal coauthor: ~~Assembly Member Benoit~~ coauthors:**  
***Assembly Members Benoit, Niello, and Richman*)**  
**(Principal coauthor: Senator Runner)**

February 18, 2005

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An act to amend Sections 143 and 149 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 850, as amended, Canciamilla. Toll road agreements.

Existing law, until January 1, 2003, authorized the Department of Transportation to solicit proposals and enter into agreements with private entities or consortia for the construction and lease of no more than 2 toll road projects, and specified the terms and requirements applicable to those projects. Existing law authorizes the department to construct high-occupancy vehicle and other preferential lanes.

This bill would instead authorize the department to enter into comprehensive development franchise agreements with public and private entities or consortia for specified types of transportation projects, as defined, subject to certain requirements and conditions. The bill would authorize tolls to be collected after the termination of a franchise agreement period, subject to approval of the California Transportation Commission. The bill would require a franchise agreement to allow the department to open a competitive state facility in the same corridor. The bill would authorize the department to

□

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construct and operate high-occupancy vehicle and other preferential lanes as toll facilities. The bill would enact other related provisions.

Vote: ☐majority. Appropriation: ☐no. Fiscal committee: ☐yes.  
State-mandated local program: ☐no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 143 of the Streets and Highways Code  
2 is amended to read:

3 143. (a) Pursuant to Chapter 3 (commencing with Section  
4 30800) of Division 17, the department, in cooperation with  
5 regional transportation agencies, may solicit proposals, negotiate,  
6 and enter into comprehensive development franchise agreements  
7 with public and private entities, or consortia thereof, for the  
8 construction of transportation projects.

9 (b) For the purpose of facilitating those transportation projects,  
10 the agreements between the parties may include provisions for  
11 ~~limiting the department from initiating the opening to traffic of~~  
12 ~~new competing state highway facilities within the same~~  
13 ~~transportation corridor,~~ for the lease of rights-of-way in, and  
14 airspace over or under, these state highways, for the granting of  
15 necessary easements, and for the issuance of permits or other  
16 authorizations to enable the construction of transportation  
17 facilities supplemental to existing state-owned and operated  
18 transportation facilities. Facilities constructed by an entity  
19 pursuant to an agreement under this section shall, at all times, be  
20 owned by the department as an operational part of the state  
21 highway system. The agreement shall provide for the lease of  
22 those facilities to the franchised entity for up to 35 years to  
23 recover private investments in the form of expended funds  
24 together with a reasonable rate of return on those funds,  
25 negotiated by the department with the contracting entity. In  
26 consideration therefor, the agreement shall provide for complete  
27 reversion of the privately constructed facility and the right to  
28 collect tolls to the department and any other government entity  
29 participating in the funding of the project, if any, at the expiration  
30 of the lease at no charge to the department or other governmental  
31 entity.

32 (c) The department may exercise any power possessed by it  
33 with respect to the development and construction of state



1 transportation projects to facilitate the development and  
2 construction of transportation toll projects initiated pursuant to  
3 this section. Agreements for maintenance and police services  
4 entered into pursuant to this section may provide for some form  
5 of negotiated reimbursement for services rendered by the  
6 department and other state agencies. The department may  
7 provide services for which it is reimbursed with respect to  
8 preliminary planning, environmental planning, environmental  
9 certification, environmental review, preliminary design, design,  
10 right-of-way acquisition, and construction of these transportation  
11 projects.

12 (d) ~~(1)~~ Agreements entered into pursuant to this section shall  
13 authorize the contracting entity to impose tolls for use of a  
14 facility constructed by it, and shall require that over the term of  
15 the franchise, that the toll revenues will be applied to payment of  
16 some or all of the capital outlay costs for the project, the costs  
17 associated with operations, toll collection, administration of the  
18 facility, reimbursement to the department or other governmental  
19 entity for the costs of services to develop and maintain the  
20 project, police services, and a reasonable return on investment to  
21 the private entity. The agreement shall require that,  
22 notwithstanding Sections 164, 188, and 188.1, any excess toll  
23 revenue either be applied to any indebtedness incurred by the  
24 private entity with respect to the project or be paid into the State  
25 Highway Account for use in the same transportation corridor as  
26 the toll facility, or both.

27 (2) ~~The~~ collection of tolls for the use of these facilities may be  
28 extended by the commission at the expiration of the franchise  
29 agreement.

30 (e) ~~The~~ plans and specifications for each transportation project  
31 constructed pursuant to this section shall comply with the  
32 department's then-existing standards for similar state  
33 transportation projects. A facility constructed by and leased to  
34 another entity shall, during the term of the lease, be deemed to be  
35 a part of the state highway system for purposes of identification,  
36 maintenance, enforcement of traffic laws, and for the purposes of  
37 Division 3.6 (commencing with Section 810) of Title 1 of the  
38 Government Code.

1 (f) ~~The~~ The assignment authorized by subdivision (c) of Section  
2 130240 of the Public Utilities Code is consistent with this  
3 section.

4 (g) ~~Each~~ Each franchise agreement entered into by the department  
5 shall include provisions authorizing the department to open  
6 competitive facilities to traffic within the designated corridor.  
7 Each franchise agreement entered into by the department shall  
8 also include provisions authorizing the department to construct  
9 any safety project needed within the designated corridor.

10 (h) ~~Nothing~~ Nothing in this section is intended to infringe on the  
11 authority to develop high ~~occupancy~~ occupancy toll lanes pursuant to  
12 Sections 149.4, 149.5, and 149.6.

13 SEC. 2. ~~Section~~ Section 149 of the Streets and Highways Code is  
14 amended to read:

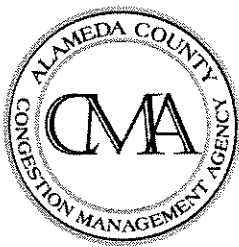
15 149. ~~The~~ The department may construct exclusive or preferential  
16 lanes for buses only or for buses and other high ~~occupancy~~ occupancy  
17 vehicles, and may authorize or permit such exclusive or  
18 preferential use of designated lanes on existing highways that are  
19 part of the State Highway System. Prior to constructing such  
20 lanes, the department shall conduct competent engineering  
21 estimates of the effect of such lanes on safety, congestion, and  
22 highway capacity.

23 To the extent they are available, the department may apply for  
24 and use federal aid funds appropriated for the design,  
25 construction, and use of such exclusive or preferential lanes, but  
26 may also use other State Highway Account funds, including  
27 other federal aid funds, for those purposes where proper and  
28 desirable.

29 The department may construct and operate exclusive or  
30 preferential lanes under this section as toll facilities.

31 This section shall be known and may be cited as the Carrell  
32 Act.

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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*May 26, 2005  
Agenda Item 7.1*

**Date:** May 18, 2005  
**To:** CMA Board  
**From:** Plans and Programs Committee  
**Subject:** Transportation and Land Use Program

**Action Requested:**

As part of the MTC funded Transportation and Land Use, or T Plus program, the CMA held a workshop on March 28, 2005 in Oakland to address ways to overcome obstacles to implementing Transit Oriented Development (TOD) projects in Alameda County. Attached is a summary of the Transit Oriented Development Workshop. Additional information from the workshop, including power point presentations from speakers, is posted on the CMA website. The Board is requested to adopt the recommendations resulting from the workshop. Further discussion will be necessary to determine how to implement these recommendations.

**Next Steps**

CMA staff will continue to meet with jurisdictions, transit agencies and public and private developers at Transit Oriented Development sites to assist in implementing TOD projects identified in the Countywide Transportation Plan and will update the website to create a user-friendly TOD section with links to other resources. Staff will review the T Plus work program and modify as necessary, based on the recommendations of the Board.

**Discussion:**

A workshop was held March 28, 2005 in Oakland to address ways to overcome obstacles to implementing Transit Oriented Development (TOD) projects in Alameda County. The 55 people who attended represented cities, transit agencies, private and non-profit developers, architects, consulting firms, elected officials, resource agencies and the public.

Eight speakers gave presentations on a variety of topics, which were identified through meetings with CMA staff, city, county, regional agency and developers as key obstacles to getting TOD projects built in Alameda County. Speakers provided their experience and expertise on funding, parking, permitting and environmental review, Union Pacific railroad negotiations, interagency coordination and hazardous materials at TOD sites. This was followed by breakout discussions to identify a range of solutions to these issues. Information from the workshop is posted on the CMA website and includes key elements to building a successful TOD, how to get through the hazardous materials liability hurdles, alternatives to costly parking structures, and a list of creative fund sources for TODs.

For the next steps, the workshop facilitators made the following recommendations:

1. Create a "TOD Squad" consisting of those involved directly in a TOD project listed in the Countywide Transportation Plan and others with experience or expertise on other TOD projects that could provide valuable input\*,
2. Schedule focused workshops or meetings with TOD project sponsors by topic, for example, parking, hazardous materials or funding\*,
3. Post fund sources and schedules on the CMA website\*, and
4. Post a TOD resource list on the CMA website\*.

The ACCMA Land Use and Transportation Task Force met April 21, 2005 and made the following recommendations for the next steps:

1. Create an easy-to-use web site with information, resources, links, successful projects and contacts and fact sheets\*;
2. Fund a TOD-TAP (instead of T-TAP) of on-call consultants specializing in issues at TOD sites, for which TOD project proponents can apply (Limited funds could be made available to fund a portion of these costs through the 2005/06 MTC T Plus budget. A scope and budget have not yet been prepared, nor have other fund sources been identified.);
3. Coordinate with ABAG to provide non-transportation TOD services, such as housing and non-transportation fund sources\*;
4. Fund a consultant to track TOD project funds and to help develop a funding plan (Limited funds could be made available to fund a portion of these costs through the 2005/06 MTC T Plus budget. A scope and budget have not yet been prepared, nor have other fund sources been identified.);
5. Meet one-on-one with city, county and transit agency staff and developers working on TOD sites, as needed, to address issues specific to that site, such as funding, parking or hazardous materials clean up\*, and
6. Meet with regional agencies and local staff working on TOD projects to discuss issues relevant to more than one site, such as legislative solutions\*.

The recommendations noted with astericks, above, could be included in the existing T Plus work program. The other items would require funding, for which a source has not been identified.

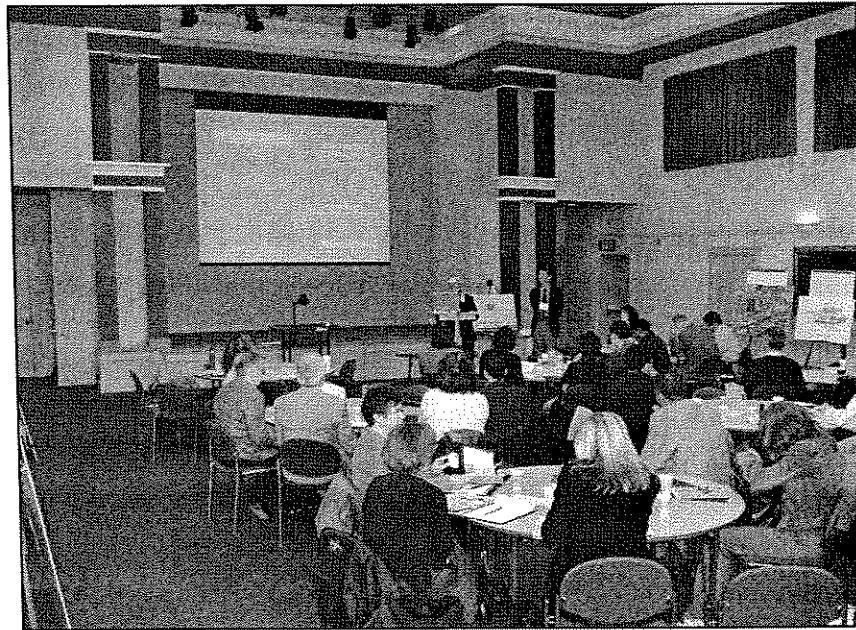
PPC accepted the recommendations at their May 9<sup>th</sup> meeting. They also commented on the value of holding an additional workshop to provide expertise, support and inspiration within or among jurisdictions. Furthermore, they expressed interest in having CMA help to develop and monitor TOD fund sources.



## ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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### **“TRANSIT-ORIENTED DEVELOPMENT IN ALAMEDA COUNTY: IT CAN BE DONE!”** ALAMEDA COUNTY CMA TOD PROBLEM-SOLVING WORKSHOP – MARCH 28, 2005 ***WORKSHOP SUMMARY & NEXT STEPS***



*Morning speakers at TOD workshop*

#### **I. BACKGROUND**

The five regional planning agencies, led by the Association of Bay Area Governments (ABAG), released a Smart Growth Vision for the nine-county Bay Area in 2002 that established a goal of capturing half of all new development over the next two decades around the region's transit hubs and corridors. In December 2003, the Metropolitan Transportation Commission (MTC) made a commitment to assist in the implementation of the vision by adopting a Transportation/Land Use Platform. The platform establishes MTC's overall approach to improving the integration of transportation and land use in the Bay Area. As part of the implementation of this policy, MTC entered into an expanded partnership with each of the Congestion Management Agencies (CMAs), including Alameda County CMA, to facilitate the integration of transportation and land use planning, known as "Transportation Planning and Land Use Solutions" or "T-PLUS". MTC is providing annual funds to each of the CMAs to support this work.

To date, Alameda County Congestion Management Agency (CMA)'s participation in this program has been by developing TOD policy and guidelines to provide direction for TOD funding and working with local jurisdictions to administer TOD fund programs.

A major focus in Alameda County has been working closely with local jurisdictions to identify ways to help deliver TOD projects more quickly because although CMA, MTC, ABAG, and several cities throughout Alameda County have developed Smart Growth policies to promote transit-oriented development, CMA has found TOD projects are not getting built as quickly as expected in Alameda County.

To find out why TODs are not getting built or are moving along very slowly in Alameda County, Alameda County CMA held a series of meetings with city and county staff, private and non-profit developers, transit agency staff and elected officials. Seven major obstacles to building TODs in Alameda County were identified in these meetings:

- a. Hazardous materials liability on undeveloped TOD sites;
- b. Railroad right-of-way negotiations;
- c. Getting permits and environmental clearance;
- d. Land use conflicts (i.e., industrial TODs);
- e. Coordinating among multiple agencies;
- f. Getting funding, and
- g. Overcoming onerous parking requirements.

The following eight TOD sites in Alameda County are identified in the CMA Countywide Transportation Plan and are in various stages in the entitlement process:

- a. MacArthur
- b. Coliseum
- c. W. Oakland
- d. San Leandro
- e. Union City
- f. Dublin/Pleasanton
- g. Ashby/Ed Roberts
- h. Warm Springs

A status report about all of these sites was included in the workshop packet and is available on the CMA website at [www.accma.ca.gov](http://www.accma.ca.gov).

## II. WHO WAS INVITED

Signed-in attendance was 55, not including the speakers. The following individuals and groups attended the workshop:

- Transit Agencies - BART Real Estate & Planning, AC Transit, Union Pacific Railroad.
- Developers - Signature Property, Aegis, TMG Partners, Ed Roberts Campus.
- Regional transportation, land use and resource agencies — ABAG, ACTIA, MTC, San Francisco Bay Regional Water Quality Control Board, Bay Area Air Quality Control District, State Department of Toxic Substances Control, Alameda County LINK
- Consulting firm (URS and Townsend Public Affairs) and architects
- Public

- Cities, Counties — Alameda County, City of Fremont, Oakland Housing Authority, City of San Leandro, City of Oakland, City of Union City, City of Livermore, City of Emeryville, City of Alameda
- Elected officials — Congresswoman Barbara Lee's office, County Supervisor Scott Haggerty, Oakland Councilmember Larry Reid, Emeryville Councilmember Nora Davis, BART Boardmember Thomas Blalock

### III. SPEAKERS

Oakland Councilmember and CMA Chair Larry Reid and Alameda County Supervisor and CMA Vice Chair Scott Haggerty welcomed attendees to the workshop. Speakers for each obstacle listed in #I above were selected to speak at the workshop, as follows. Speakers' PowerPoint presentations are available the Alameda County CMA website at [www.accma.ca.gov](http://www.accma.ca.gov) under Transportation and Land Use:

#### a. "SUCCESS STORY"

Steve Lawton  
Community Development Director  
City of Hercules  
11 Civic Drive  
Hercules, CA 94547  
(510) 799-8233  
[slawton@ci.hercules.ca.us](mailto:slawton@ci.hercules.ca.us)

Tom Weigel  
The Surland Companies  
902 Central Ave., Suite 5  
Tracy, CA 95376  
(949) 394-3994  
[tom@theredbarnco.com](mailto:tom@theredbarnco.com)

As Community Development Director for the City of Hercules, Steve Lawton is applying his 20 years of business development experience to the challenge of redeveloping Central Hercules, former site of the world's largest explosives factory. Central Hercules is the location of two TODs: a Waterfront District with Capitol Corridor and ferry terminals, and a New Town Center with express-bus regional transit and future BART station. He spearheaded the Central Hercules Plan, the first form-based code adopted in California, which is helping to transform Hercules from a bedroom community to a place with a vibrant downtown and waterfront. The Waterfront envisioned in the plan is partially completed and the New Town Center has just received the initial redevelopment approvals.

Tom Weigel is the president of The Red Barn Company, a development management company based in Newport Beach, California, and is the Managing Partner of Hercules NTC, LLC, a 25-acre mixed-use/transit-oriented Town Center Redevelopment Agency project in the City of Hercules. Additionally, The Red Barn Company is actively working on two other transit based mixed-use real estate developments in Northern California. Tom's 25 years of real estate development experience and 15 years of broad experience in managing the land development process gives him the practical ability to not only envision, but to see the vision through to the making of real and memorable places.

Mr. Lawton and Mr. Weigel briefly described the political and development processes of the two Hercules TODs. Mr. Lawton explained the importance of the public/private partnership between the City, Redevelopment Agency, BART and the developers in developing a vision,

working with the opportunities and constraints of the project area, assembling parcels and financing the project. Aside from the step-by-step process that is detailed in their PowerPoint presentations (on the ACCMA website), Mr. Lawton explained what he believed was key to the design and economic success of these TODs. This key was the quality and experience of the developers. He described how the City held out for the best developers they could find. Mr. Weigel described how he kept coming back to the City time and time again, until he had successfully convinced them of his high quality of work and commitment to pedestrian-friendly TODs. Mr. Lawton encouraged other cities to hold developers to this high standard in order to ensure continued community acceptance and high property values of future TODs.

b. "LAND USE CONFLICTS AND TODS"

K. Kelley McKenzie  
New United Motor Manufacturing  
45500 Fremont Blvd  
Fremont, CA 94538  
(510) 770-4045  
[kmckenzie@nummi.com](mailto:kmckenzie@nummi.com)

Kelley McKenzie is Chief Counsel and Corporate Secretary at New United Motor Manufacturing, Inc. ("NUMMI"). NUMMI is an automobile manufacturing facility in Fremont established by Toyota Motor Company and General Motors Corporation in 1984. NUMMI employs approximately 5,700 team members and produces approximately 350,000 vehicles per year.

Mr. McKenzie discussed NUMMI's interests and concerns about a BART station and residential transit-oriented development at the proposed Warm Springs BART station, Fremont adjacent to the existing NUMMI plant. Given the manufacturing business, the plant generates noise, light and odors, which may be perceived as a nuisance to future residents. Mr. McKenzie described his views on how he thought an industrial plant might co-exist with a BART station TOD, with an emphasis on commercial or industrial uses.

c. BROWNFIELDS / HAZARDOUS MATERIALS

Barbara Cook  
Department of Toxic Substances Control (DTSC) Berkeley Regional Office  
700 Heinz Avenue, Suite 200C  
Berkeley, California 94710  
(510) 540-3843  
[bcook@dtsc.ca.gov](mailto:bcook@dtsc.ca.gov)

Barbara Cook has over 22 years of experience in the hazardous waste and site cleanup programs and is a registered civil engineer in the State of California. She supervises a staff of over 20 engineers and scientists who oversee the investigation and remediation of contaminated properties for the California Department of Toxic Substances Control in the northern coastal counties in California, including the San Francisco Bay area. Ms. Cook has extensive experience in both the state and federal Superfund cleanup programs including site



assessments, technologies used to define the extent of contamination and in developing site cleanup goals, and Brownfields redevelopment.

Ms. Cook discussed steps to take to minimize potential future risk associated with a site that contains hazardous materials, what types of uses and chemicals trigger higher levels of risk, how groundwater contamination is a major concern, who is responsible for hazardous materials investigations, as well as resources for expediting the process of addressing hazardous materials on TOD sites.

a. "PERMITTING AND ENVIRONMENTAL CLEARANCE"

Mike Ghielmetti  
Signature Properties  
4670 Willow Road, Suite 200  
Pleasanton, CA 94588  
(925) 463-1122  
[mghielmetti@sigprop.com](mailto:mghielmetti@sigprop.com)

Michael Ghielmetti has worked on a variety of projects in Alameda County, from the 60-acre Port of Oakland site to a variety of housing developments near transit in Pleasanton, Oakland and Livermore. He said that Signature Properties is committed to bringing people close to work centers, leisure activities and public transportation.

Mr. Ghielmetti described some of the details of his current projects but, most importantly, he gave some overarching advice to the audience for their TOD projects. He said that the biggest obstacle to TOD success is "nimbyism" and "lack of political will" during the entitlement process. At this point in the process, the developer's costs are the highest and they are the most at risk. Purchasing the land is not as risky, because it can always be resold. Building the project and selling or renting buildings and housing is not as risky because there is something tangible to sell. It is only during the entitlement process when everything is at risk. In saying this, he minimized the concern of other obstacles, such as hazardous materials cleanup, which, he said, "just costs money but it's not an unpredictable process like the political one." He advised the audience to focus on the political process above all.

b. RAIL ISSUES

Rick Gooch  
Director of Special Properties  
Union Pacific Railroad  
49 Stevenson Street, Suite 1050  
San Francisco, CA 94105  
(415) 541-7050  
[RLGOOCH@up.com](mailto:RLGOOCH@up.com)

Rick Gooch is Director of Special Properties for Union Pacific Railroad. Rick has degrees in education and law and has worked in railroad real estate for nearly 25 years. His focus is value enhancement and sale of excess railroad property and he negotiates the sale of railroad rights of way for a variety of public and private uses. In the past he has negotiated the sale of

the San Bruno Branch for extension of BART from Colma to the San Francisco International Airport, the sale of the Milpitas line to Valley Transportation Authority (VTA) for the future extension of BART from Fremont to San Jose, and the sale of the Vasona Branch to VTA for the extension of light rail from Diridon Station in San Jose to the City of Campbell.

Several of the TOD sites identified in the Countywide Transportation Plan are adjacent to Union Pacific Railroad right-of-way, including Union City, San Leandro, and Coliseum BART stations. Mr. Gooch told the audience why housing next to rail lines is a concern for Union Pacific. He said that the development of nearby BART stations is something that they support, but it is not their primary purpose as a company. Their primary purpose is to move trains. If they take a lead role in the development process, it comes back to haunt them, he said, as the usual delays can easily make projects financially infeasible. At that point, staff at their agency feel they are put in a predicament. Their preferred method of working with developers is to give help and assistance at key points along the way, rather than taking a lead role.

Mr. Gooch also mentioned that the suicide accident last summer on the rail line in Southern California highlights a design interest of Union Pacific Railroad. They want to have their rail corridors completely inaccessible to the general public, in order to prevent accidents such as occurred last summer. To that end, they prefer that new buildings back onto the railroad tracks and that streets do not front onto railroad tracks.

In the end, he reiterated his support for transit-oriented development near Union Pacific properties.

### c. THE PARKING REPLACEMENT DILEMMA

Patrick Siegman  
Nelson\Nygaard Consulting Associates  
785 Market Street, Suite 1300  
San Francisco, CA 94103  
(415) 284-1544  
[patrick@siegman.biz](mailto:patrick@siegman.biz)

Patrick Siegman, Principal Associate at Nelson/Nygaard has worked with communities on Transit-Oriented Development plans for major mixed-use projects in Oakland, Petaluma and South Pasadena, California. These plans combined innovative transportation demand management strategies, and shared parking and parking management strategies, both of which minimized development costs while delivering high transit ridership.

In Alameda County, many TODs are on BART property on former surface parking lots. BART or the local city or county usually requires a 1:1 parking replacement to remove the surface parking. On limited available land, this often translates to a parking structure requirement, costing \$25,000 or more per space.

Mr. Siegman discussed parking alternatives to Alameda County's typical requirements of replacing surface parking 1:1, focusing on options that could work at BART sites with surface

parking replacement requirements. He presented examples of parking solutions used throughout California and the US. His example solutions included establishing maximum parking requirements; developing mixed use zones; creating residential parking permit areas and parking benefit districts; initiating parking fees; using employer incentives, such as free transit passes, and charging or “unbundling” parking fees separate from the costs of a residential unit. He also discussed how audience members can gain broad support for parking alternatives, including focusing on parking needs, reducing costs of providing excessive parking, and generating income.

#### d. AGENCY COORDINATION

Joan Malloy  
Planning Manager  
City of Union City  
34009 Alvarado-Niles Road  
Union City, CA 94587  
(510) 675-5327  
[jmalloy@ci.union-city.ca.us](mailto:jmalloy@ci.union-city.ca.us)

Joan Malloy is the Planning Manager at the City of Union City. She has a background in urban planning and landscape architecture. In the past several years she has overseen the preparation of the Intermodal Station District and Transit Facility Plan (2001) and the 2002 General Plan. Ms. Malloy continues to work in a team with other staff members to implement the Intermodal Station District Plan, which is ongoing.

All TOD projects require coordination of a variety of city and county departments. Union City found this out first-hand while working on its Union Landing TOD at the BART station. Ms. Malloy told the audience how Union City successfully coordinated with agencies (state, county and local) to implement its TOD project and the importance of strong political will in getting this done. She cited the main reasons for the interagency cooperation as 1) Stakeholders saw that this was a “real” project because the City was unanimous in their commitment to it; 2) The formation of a central TOD committee that met on a regular basis and, 3) Attention to detail in following up on meeting invitations and RSVPs, and keeping lists up-to-date for subsequent meetings.

#### e. TOD FUNDING

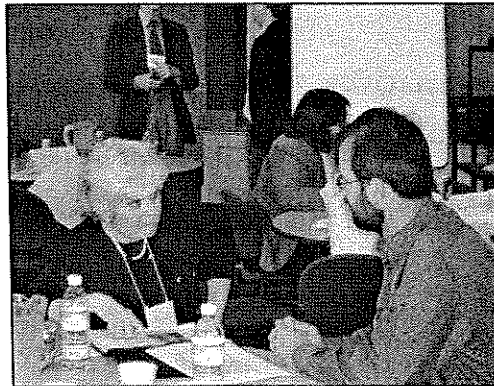
Matt Todd, Senior Transportation Engineer in Programming and Projects  
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Matt Todd has been with Alameda County Congestion Management Agency for five years. Before CMA, he was with Solano Transportation Authority for five years. Matt is part of CMA’s team that has been responsible for programming \$1 billion for transportation projects in Alameda County since CMA’s inception in 1989.

One of the most common recurring concerns cities, the county and developers have about getting TOD projects built is finding enough funds for the transportation improvements for TODs in Alameda County. With sidewalks costing over one-half million per block and garage parking spaces at \$25,000 or more per space, project sponsors need to know how to get on the road map for federal, state and local transportation funds that are available.

Mr. Todd explained the process and schedule for how a typical TOD project should go about getting funding, beginning with getting into the Countywide Transportation Plan and Regional Transportation Plan. He also explained that once a project is in the Plan, it is not yet funded until it is programmed. He explained how and when projects get funded, which federal, state and regional agencies are responsible for reviewing and evaluating projects and the schedule, or funding cycles, for each. Federal funds that may be available for TOD projects include Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ). State funds that could be available for TODs are generally the State Transportation Improvement Program (STIP), which is tied to and influenced by the State budget. Regional funds include Transportation Funds for Clean Air or TFCA. He also noted that once a project is programmed, the sponsor needs to fulfill requirements of the funding agency.

f. LUNCHTIME PRESENTATION “HOW THE FRUITVALE STATION GOT BUILT”



*Arabella Martinez speaking with Jeff Hobson, TALC*

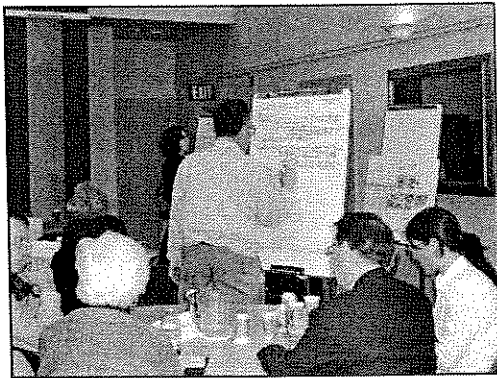
Arabella Martinez is the former CEO of The Unity Council and was the driving force behind the successful Fruitvale BART TOD project.

Ms. Martinez explained that it took many years to gather community support, political will and funds necessary to build the Fruitvale Transit Village. The project required establishing connections within the community and developing a shared vision. As the developer, the Unity Council also had to demonstrate their commitment to the community. One way they did this was by building the Senior Housing project as a demonstration of a successful, high quality project. Building the Fruitvale Transit Village also required support from elected and appointed officials. In addition, it required strong leadership, a strong Board of Directors, strong executive and fiscal management, and sophisticated development and financing knowledge and fundraising skills. With this, they were able to assemble land on 19 acres by the Fruitvale BART station, address

environmental hazards, amend zoning to allow the development, gain political and financial support for the transit village, and gain access to capital and financing from an assortment of over 30 fund sources.

#### IV. BREAKOUT GROUPS

After the presentations, attendees assembled into small groups based on specific obstacles. Approximately 25 attendees (one-half of total attendees) participated in these small groups.



*Breakout sessions*

Following are the notes from the breakout sessions:

##### g. FUNDING

###### Approach:

- How you develop budget is important—consider coordinating phasing with different funds that are available.
- Look for potential fund sources for the part of the project in which you need funding.
- Piece funds together.
- Consider sitting down with more than one project and see who needs what and prioritize.
- Leverage pre-development fund sources as an early priority.
- No gap between construction financing and permanent financing.
- Use “shotgun” approach to grant applications (apply for as many as possible).
- Get credit enhancement with a financial institution.
- Explore non-transportation sources like Housing and Urban Development (HUD).

###### Government fund sources:

- Transportation: Federal TEA reauthorization every 6 years; Transportation for Livable Communities (TLC—Regional MTC and local CMA) every 1-2 years; Building American Bond SB 1109 (1 time); Appropriations (Federal) annually; State Transportation Improvement Program or STIP (depends on State budget); Transportation Fund for Clean Air or TFCA; City funds; redevelopment funds; Dept. of Commerce, EDA (street narrowing, pedestrian plaza, etc.)
- Brownfields: Brownfields funds, Sec. 1083, EPA
- Non-transportation: Housing and Urban Development (HUD)

Other funding options:

- Private financing (private/public partnership);
- Foundations and corporations pre-development (Ford, Haas, San Francisco Foundation); include non-profit in mix;
- Bridge loans;
- Land swaps;
- Bonds/ 501(c)3 bonds;
- Fund swaps case-by-case;
- Lease property to City;
- Enhanced enterprise;
- Bank loans;
- Charge for parking;
- Parking finance bonds.

Potential future fund sources:

- Kleh's proposed bill (vehicle registration fee)
- Higher bridge tolls
- Tax increment financing (Perata's bill).

h. RAIL ISSUES

- Union Pacific (UP) said they are a willing partner if local agencies takes the lead and brings UP in when the project is "real," (i.e., funding in place)
- Get small wins first before going to UP.
- This breakout session had very intense discussions regarding particular TOD problems that participants were working on. One member of the audience, who may have been at this small breakout session, wrote in his survey, "I have a major issue with rail crossings – didn't solve the issue but agreed to have follow-up conversation with Union Pacific." Steve Lawton, Hercules Planning Director, was at this table and said that it was invaluable to have face-to-face time with UP representatives.

c. HAZARDOUS MATERIALS

- Expressed a concern that in the future, child daycare and schools may be limited next to freeways due to air emissions at TOD sites. A related bill is currently in the legislature.

d. LAND USE CONFLICTS

Issues:

- NUMMI: BART purchased property behind their site years ago and did not originally plan housing there. NUMMI would like BART to get ridership while not affecting NUMMI's business operations. NUMMI is concerned about potential industrial-residential land use conflicts when future residents who move close to industry, are then concerned about noise, light and odors associated with the industry.
- Issues: odors, lights, vibration, trucks, and possibility of environmental justice complaints.

- Community wants office use but there is not much market for this now. The people want a lively, walkable district like Rockridge, however, is there enough people there to provide this atmosphere?
- Need for regional coordination of housing/job locations, but sites need politically acceptable places to build housing.
- BAAQMD: Bay Area Air Quality Management District has permitting authority over industrial uses. They are working on air quality benefits of smart growth, but infill in existing industrial areas present air toxic issues. They look at the risk to residents of living near industry. BAAQMD provides CEQA comments and guidance on industrial issues.

#### Questions:

- Does every station need a TOD?
- Is Warm Springs a good place for a BART station?
- How can cities build adequate housing and save industry at the same time?
- Assuming BART is built at Warm Springs, are there any land uses that can support BART and not affect NUMMI's operations? Is it a good TOD environment? What could mitigate this?

#### Potential solutions for Warm Springs site:

- Park and ride
- Commercial and park & ride
- Commercial only BART Station – if there is a market and ridership associated with it.
- Defer the decision
- Use as park & ride initially
- Stay more or less as is (as long as new uses inconsistent with residential didn't develop) until BART actually reached San Jose, at which time more residential could be added.
- Don't build BART station right away or relocate or build Irvington station first.
- Balance amount of industry on site with the need to build housing here. Coordinate development and phasing with NUMMI's long-term plans at the site.
- Create land use buffer zones.

#### e. AGENCY COORDINATION

- Project needs to be "real" (i.e., politically supported and viable) before agencies will take it seriously and regularly attend meetings.
- Organize structured meetings early on. Identify issues and participants:
  - Community (neighborhood, user groups)
  - Planning Commission
  - City Council
  - Redevelopment Agency
  - Environmental groups
  - Utilities agencies
  - Public Works & Environmental
  - Governmental agencies (permitting, finance)

- Use RSVP list to follow up on invitees, electronically maintained.
- Central weekly meeting with developers, lenders, Redevelopment Agency, Planning Department, Public Works & Environmental, citizen groups.

f. PARKING

Top recommendations:

- Bring parking expert in at beginning.
- Manage residential parking.
- Create a parking benefit district
- Provide some commuter permit parking.

g. OVERALL

Success is most likely if all three of the following groups are actively supporting the TOD:

- Elected officials
- Experienced developers
- Community activists

V. SURVEYS

Nine written surveys and six emailed surveys (or 27% of the total attendees) were returned, with the following results:

- What they learned – New parking strategies (4), “I learned something new from most of the speakers (1); importance of getting early approval of funding sources (1), good background info overall (1), helpful to compare notes with county projects (1), agency coordination (1), a number of new ideas on the process (1), could be doing more to educate locals about ideas and new tools that are available (1), “probably learned the most from the experiences Arabella Martinez shared, though the consultant from Nelson Nygaard was really great also – he had quite a few nice tools to try (1), Good facts and figures about urban infill from Signature Properties representative, learned about local players interest in TOD (via who attended), learned more about the real estate development process and about current status of various projects which was helpful (1).
- What they are committed to pursuing after the workshop – Parking (3), funding (2), rail coordination (1), “I need to stay in touch with the stakeholders planning projects” (1).
- New solutions uncovered during breakout session – “Rail! Yes” (1), agency coordination (1), Have a major issue with rail crossings – didn’t solve the issue but agreed to have follow-up conversation with Union Pacific (1).
- Favorite speaker topics – Parking (6), Developer process (4), Successful Hercules TOD Example (6), Hazardous Materials (2), Funding (1), Fruitvale’s TOD Success (1). “All the speakers were excellent” (1), “All were helpful” (1), “Not enough time” (1).
- Suggestions for making workshop more effective – Very effective (1), a few more developers (1) 1-2 fewer speakers (1), more interactive troubleshooting/problem solving (1), shorter (1), focus on impacts on potential neighbors (1), focus more intensively on fewer obstacles to TOD (1), more time for questions (1), handout to



- show the process of how development proposals are considered through BART staff (1).
- Suggestions for future workshops or meetings – Discussion of bus-oriented TOD (1), funding (1), parking (1), green building and solar applications (1), addressing community opposition (1), some strategies on working with community residents, incorporating community benefits in the project, finding the right private developer partners (1), trip generate rates/parking rates for infill projects and their impact on TODs (1), regional land use and transportation coordination in planning (1), have BART talk about their parking replacement policies (1), a good design class on how and why non-motorized transportation (bicycle/pedestrian) needs to be given high priority would have been beneficial for many of the attendees (1), Verbal comment – add more elected officials.
  - Speakers rated an average of 8.8/10.
  - Breakout sessions rated an average of 6.4/10
  - Facilitators rated an average of 7.5/10
  - Handouts rated an average of 6.9/10

## VI. SELF-EVALUATION

- a. ATTENDANCE – Higher than expected in the morning; additional tables and chairs were needed. Half of attendees left after lunch and before the breakout sessions. Those who did not attend the breakout sessions and responded to surveys had comments such as, “Had to leave,” “Other things demanded my attention,” “I was not able to attend,” “Did not attend [because] it seemed geared towards locals wanting to move their TOD projects forward,” and “I thought they might be geared more to developers and I represent just one component of development.”
- b. AV EQUIPMENT – Went relatively smoothly with the exception of Tom Weigel’s movie about Hercules not being played because of lack of speakers.
- c. SPEAKERS – Speakers were rated highly but many attendees noted that there wasn’t enough time for questions and answers.
- d. BREAKOUT SESSIONS – Half of the attendees attended; however, those who stayed for this session remained engaged at their tables for 1 hour, indicating an interest in that particular topic. Expectations were that attendees would move from table to table, but attendees appeared focused on a particular issue and didn’t leave that discussion.
- e. RECEPTIONIST – Front table was only staffed consistently the first hour of the workshop, not accounting for those who dropped by throughout the morning.
- f. ROOM SETUP – Underestimated number of attendees due to a high number of last minute walk ins, and had to quickly increase the number of tables and chairs in the room prior to starting the agenda.
- g. HANDOUTS – Surveys indicated a relatively low interest in the handouts. One suggestion was to have a handout that shows the process of how development proposals are considered through BART staff.

## VII. WAS THE WORKSHOP A SUCCESS?

Eight objectives were identified prior to the workshop. They are listed below along with a post-workshop comment:

- a. *Clear, doable, new ideas for resolving problems.* The comment about new ideas most heard from attendees was parking replacement options.
- b. *Attendees define new tools to achieve implementation.* Some attendees mentioned new ideas about the process as well as the value of being connected face-to-face with agencies such as Union Pacific (UP) and Department of Toxic Substances Control (DTSC).
- c. *Attendees determine new policy to resolve obstacles.* No new policies were determined.
- d. *Sustainable way to continue problem solving.* No overall solution was identified but there were individual comments about making plans to follow-up with UP, for example.
- e. *Participation of elected officials.* Two elected officials and staff from a third elected official attended in addition to the two introductory speakers.
- f. *A TOD gets built soon.* (Too soon to know)
- g. *Attendees are energized and inspired.* More people attended than were anticipated and most if not all of them stayed to hear all the speakers. Those who were inspired to find solutions to their particular obstacles and did not have other commitments stayed for the breakout session. Once in the breakout sessions, very few, if any, left the breakout session early. All of this indicates a relatively high level of energy during the workshop.
- h. *Agencies shepherd new coalition with action items.* Although no new coalition was suggested at the workshop, a follow-up step could be CMA forming a coalition of agencies such as UP and DTSC. Many attendees noted the high value of being in the same room as these agencies.

## VIII. RECOMMENDATIONS

- a. **ATTENDANCE** – Before the workshop and prior to final decision about topic and format of workshop, conduct verbal pre-surveys of invitees to gauge specific interest in attending any breakout sessions.
- b. **AV EQUIPMENT** – Make sure that all AV equipment, including speakers for movie presentations are set up ahead of time.
- c. **SPEAKERS** – Allow 30-minute intervals for speakers and Q&A.
- d. **BREAKOUT SESSIONS** – Combining the comment from Joan Malloy about the reason people attend meetings – because the projects are deemed “real” – a suggestion would be that CMA actively engages cities (staff and elected officials) to staff the breakout tables to encourage other participants to stay for session.
- e. **RECEPTIONIST** – Assign someone to the front table for the entire workshop.
- f. **ROOM SETUP** – Assume 10-15% more attendees than RSVPs.
- g. **HANDOUTS** – Include copies of PowerPoint presentations or summary outlines from each speaker. If doing a pre-workshop phone survey, ask people what kind of handouts they would like.

## IX. NEXT STEPS SUGGESTIONS

This workshop could be viewed as the kickoff to an ongoing process by CMA to support TOD efforts in Alameda County. The following next steps are recommended in order to take advantage of the momentum begun with this workshop:

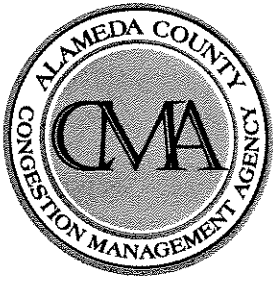
- a. **PHONE OR E-MAIL SURVEY:** CMA could conduct a phone survey of everyone who attended the workshop to find out the topic of the future discussions or workshops or meetings to ensure a high level of participation.
- b. **“TOD SQUAD:”** Building on the success of the central organizing committee of the Union City TOD, and on the fact that so many people attended on a regular basis because they considered it a “real” project, the CMA could convene a “TOD Squad” that meets on a regular basis. Each time the focus would be on one particular TOD project. Agencies and/or consultants/experts would be invited that could address the obstacles this TOD currently faces. Stakeholders from all 8 cities/TODs would be invited to be part of the conversation, even though the focus would be on solving the problems of an individual TOD. This would give the attendees something tangible to focus on for their project and keep the dialogue open between the involved parties. Also, hearing how others working on TODs are addressing their issues might also stimulate some creative solutions for the other TOD attendees.
- c. **FOCUSED WORKSHOPS/MEETINGS:** On one survey, an attendee said, “Great talk on the parking issue. I would love to have those comments and facts at my fingertips.” In fact, almost everyone who filled out a survey mentioned his or her interest in this particular topic. In addition to posting the presentation on the CMA website and holding regular “TOD Squad” meetings, a future workshop or focused meeting could address a particular topic. An example might be parking specialist Patrick Siegman and his colleagues at Nelson\Nygaard engaged to work out specific issues of one or more individual TOD projects. Another survey comment stated, “It would be great to have additional workshops to discuss BART-related issues,” which suggests that a focused workshop or meeting with BART, such as encouraging them to adopt new replacement standards for parking at BART TOD sites may also be very helpful. Other topics might be upcoming funding opportunities, or brainstorming more funding ideas, or following up with hazardous materials liability options.
- d. **FUNDING:** In addition to posting the funding presentation and workshop notes on CMA’s website, post funding sources and schedules that were discussed at the workshop.
- e. **TOD RESOURCE LIST:** Post a resource list of those with success in funding and building TODs in Alameda County, as well as contacts from agencies involved in the TOD process on CMA’s website. This could build off the TOD workshop speaker contact list.

## X. CONCLUDING COMMENTS

One of the main purposes of a workshop is to connect people face-to-face with others who are seen as obstacles to their interests or that can educate them about successful efforts on similar project. For such huge projects and seemingly insurmountable obstacles as are seen with TOD projects, the results of these interactions may be seen months or even years later.

The following written comment from Matt Tomas of the City of San Leandro to Diane Stark sums up the workshop experience very well.

“Thanks for your efforts in organizing and good job on getting representation from Union Pacific and the private sector developers. There were lots of good stories shared that day, which gives us inspiration for putting together something more tangible that the development community can respond to in relation to the Central San Leandro BART station.”



# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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*Agenda Item 8.1  
May 26, 2005*

## Memorandum

**DATE:** May 20, 2005  
**TO:** CMA Board  
**FROM:** Administration and Legislation Committee  
**SUBJECT:** International/Telegraph Rapid Bus Project: Award of contracts

### Action Requested:

Bids for the Cabinet and Controller Assemblies for the Rapid Bus project on International/Telegraph Avenue were received May 12, 2005. Staff has reviewed the bids and recommend: (1) The CMA Board award the contract to McCain Traffic Supplies for the Cabinet and Controller Assemblies for the Rapid Bus Project in the amount of \$489,662.18 and (2) Authorize the Executive Director or his designee to execute the contract and all necessary agreements required to complete this work.

### Discussion:

The Alameda County CMA and AC Transit have secured a total of \$15,299,150 in Measure B, Regional Measure 2, Federal, TFCA, and STIP funds to plan, design and deploy the E. 14<sup>th</sup> Street/International Blvd/Telegraph Avenue Rapid Bus program. The project extends from Bayfair Mall to the University of California at Berkeley Campus.

The CMA Board on September 23, 2004 and October 28, 2004 authorized the Executive Director to negotiate and execute an agreement with AC Transit for the E. 14<sup>th</sup> Street/Telegraph/International Rapid Bus Corridor implementation, and to execute consultant contracts to start project delivery activities for the Rapid Bus program. On March 24, 2005, the CMA Board authorized the Executive Director to issue a series of Request for Bids for equipment procurement and construction elements of the project. CMA and AC Transit's goal is to deliver the Transit Signal Priority elements of the project by June 26, 2006.

Request for Bids for the equipment component of the project that requires significant lead-time was issued on April 20, 2005. Three valid bids were received on May 12, 2005, as follows:

Contractor/Vendor	Organization Type	Distribution Location	Manufacturing Location	Total Bid* Basis for Comparison
McCain Traffic Supplies	Manufacturer	Sacramento, CA	Vista, CA	\$489,662.18
Jam Services	Distributor	Livermore, CA	Santa Fe Springs, CA	\$575,841.44
Western Pacific Signals	Distributor	San Leandro, CA	Colorado Springs, CO	\$620,826.00

\* Including base and additive items

Because of the federal funding included in the project, the federal bid process was followed. As part of the federal process, a DBE goal needs to be established. The DBE goal is established based on

subcontracting opportunities for a particular construction or procurement package. Due to the specialized nature of the equipment included in this procurement package, the DBE goal has been set at 0%. The Engineers Estimate for this work was \$750,000. The bids are within the Engineers Estimate.

It is recommended CMA Board award the contract to McCain Traffic Supplies for the Cabinet and Controller Assemblies for the Rapid Bus Project in the amount of \$489,662.18 and authorize the Executive Director to execute the contract and all necessary agreements required to complete this work.



# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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*Agenda Item 8.2  
May 26, 2005*

## **Memorandum**

**DATE:** May 20, 2005  
**TO:** Congestion Management Board  
**FROM:** Administration and Legislation Committee  
**SUBJECT:** International/Telegraph Rapid Bus Project: Near Term Improvements

### **Action Requested:**

AC Transit is planning to launch a preliminary phase of the Rapid Bus Operation by June 26, 2005. AC Transit has requested CMA to design and construct selected improvements by June 25, 2005. AC Transit has agreed to pay for all the design, construction and construction administration for the project. Staff requested bids for this work on May 13, 2005. Prospective bids for this project are due on June 3, 2005. In order to meet the project schedule, work must be initiated by mid-June. It is recommended that the CMA Board: (1) Authorize the Administration and Legislation Committee to award the contract for the Bus Stop Modifications on International Blvd near 34<sup>th</sup> Avenue to the lowest responsive, responsible bidder at its June 13<sup>th</sup> meeting and (2) Authorize the Executive Director or his designee to execute all necessary agreement required for the completion of this work.

### **Discussion:**

The Alameda County CMA and AC Transit have secured funding from Measure B, Regional Measure 2, Federal, TFCA, and STIP funds to plan, design and deploy the E. 14<sup>th</sup> Street/International Blvd/Telegraph Avenue Rapid Bus program. The project extends from Bayfair Mall to the University of California at Berkeley Campus.

AC Transit is planning to launch a preliminary version of the Rapid Bus Operation by June 26, 2005. MTC has agreed to release \$3 million in Regional Measure 2 designated annual operating funds for the Rapid, based on the June 26, 2005 completion of these improvements.

The 34th Avenue construction work is critical to getting this service running on schedule. These newly-constructed stops will serve the entire Fruitvale neighborhood, and have been enthusiastically supported by the Neighborhood Unity Council and by Council member Ignacio De La Fuentes' office. The City of Oakland Public Works Department has also reviewed this project, and supports the project.

If the bus bulbs are not completed on time, AC Transit would be forced to temporarily keep stops at existing 35th Avenue and Fruitvale Avenue, slowing service and creating confusion with both passengers and operators. In addition, the revised AC Transit schedules for this service, with the 34<sup>th</sup> Avenue stop, have already been confirmed and to not have the work completed on time would create considerable procedural difficulties within AC Transit Operations Department.

In addition, the existing outbound 35th Avenue bus bulb contributes to substantial traffic congestion at that critical intersection, and needs to be replaced as soon as possible. When a bus is stopped in the right lane at the existing near-side bus bulb and a left-turning vehicle is stopped in the left lane, waiting for inbound traffic to clear, all outbound traffic is blocked. This project shifts the bus bulb to far-side 34th Avenue, and addresses the problem.

AC Transit has requested CMA to design and construct these improvements by June 25, 2005 deadline. AC Transit has agreed to pay for all the design, construction and construction administration for the project.

In order to meet this time frame, CMA received authorization on May 9, 2005 from the Administration and Legislation Committee to issue the Request for Bids. Request for Bids were issued on May 13<sup>th</sup> and bids are expected on June 3, 2005. Since the bids are due prior to the next Board Meeting and the construction work at 35th Street needs to be completed by June 25, 2005, CMA staff is requesting the Board to authorize the Administration and Legislation Committee to award the contract and authorize the Executive Director or his designee to sign a contract with the lowest, responsive, responsible bidder and all other related project agreements.

CMA has performed outreach to local and DBE firms to bid on this contract. The Engineers Estimate for the construction value of this work is approximately \$85,000. Funding will be provided by AC Transit using Regional Measure 2 funds.





METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Alameda CMA Board  
FR: Doug Kimsey, Project Manager  
RE: Regional Goods Movement Study

DATE: May 17, 2005

MTC, in cooperation with the Economic Development Alliance for Business, the Bay Area Council, Caltrans and the Port of Oakland, completed a Regional Goods Movement Study earlier this year.

The purpose of the study was to:

- Educate decision makers on the magnitude of goods movement impacts in the region
- Identify information that can be used for future Bay Area goods movement planning
- Identify and prioritize goods movement issues and problems for consideration in MTC's regional transportation plan (known as the Transportation 2030 Plan).

The consultant completed a number of technical memorandums, including:

1. Federal reauthorization issues for goods movement
2. Goods movement data reconnaissance, commodity flows and future trends
3. Goods movement cluster and economic impact analysis
4. Land use and community impact analysis
5. Issue identification and development of preliminary solutions and strategies
6. Air quality impacts of goods movement
7. Freight-benefits of proposed T-2030 projects

The study culminated in a "Regional Goods Movement Study for the San Francisco Bay Area: Final Summary Report" (see <http://www.mtc.ca.gov/pdf/rgm.pdf> to download the report), which summarizes key findings and recommendations. MTC and various partner agencies have been working at the national, state and local level to implement some of the plan's recommendations.

MTC staff will be on hand at your meeting to provide a brief study overview and describe various ongoing activities to implement the plan.

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